

Commercial Boulevard Parking Permits Across the City of Toronto

A study of existing commercial boulevard parking permits and potential future uses.

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July 2020

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Commercial Boulevard Parking Permits in the City of Toronto

Map of Commercial Boulevard Parking Permits in the City of Toronto



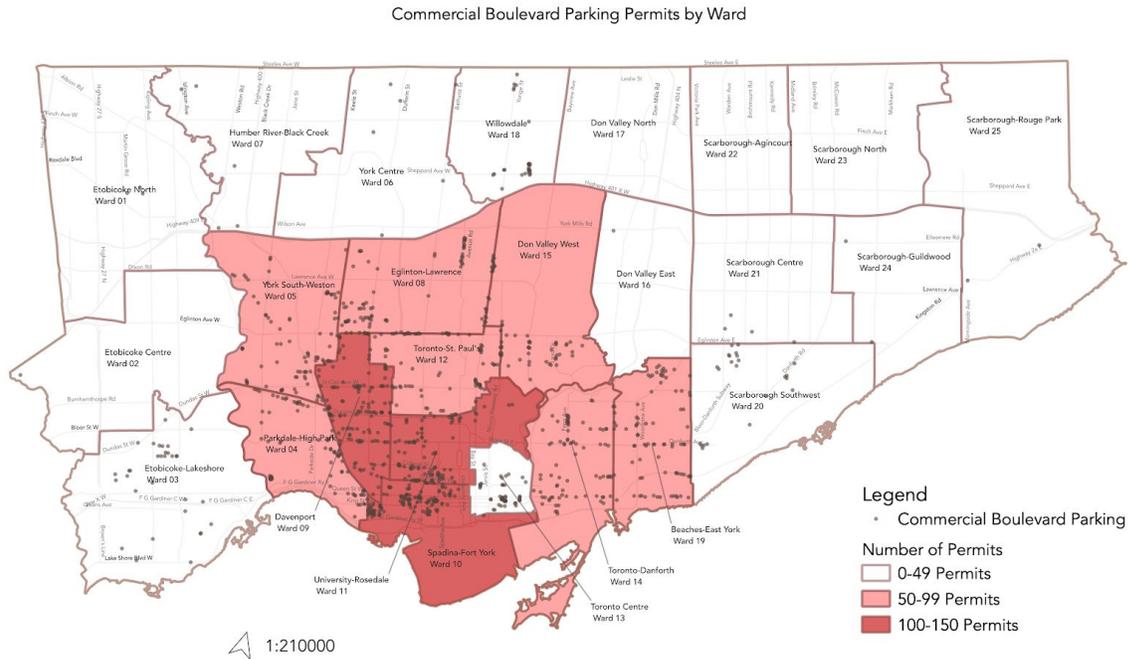
Over 11,000 commercial boulevard parking permits exist across the city. Looking at the map of the permits above, we see that most are clustered around Avenues in the Toronto and East York District of the city. The later pages of this report will speak to the location of commercial boulevard parking permits within specific geographic boundaries in greater detail, including Wards, Avenues, Centres, Business Improvement Areas, Neighbourhood Improvement Areas, and along the 10-Minute TTC Routes.

The City of Toronto Municipal Code Chapter 743-15 covers the rules and regulations around commercial boulevard parking permits. These parking permits emerged in the 1950s and provide low-cost parking to property owners at an average of \$1 a day. The permits are managed by the City's Transportation Department, but not well enforced, leading to high instances of misuse and abuse of the parking spaces. For example, due to lack of enforcement, it is not uncommon to see more cars parked in permit spaces than the permit allows. The permits are found to abut into sidewalk spaces, threatening the safety of pedestrians. Where commercial boulevard parking spots are located on streets that allow for on-street parking, the pedestrian realm often feels crowded and unsafe. See the photos of Camden Street below, for example, where there are commercial boulevard parking permits on both sides of the street, as well as on-street parking. The remaining sidewalk space for pedestrians is minimal.



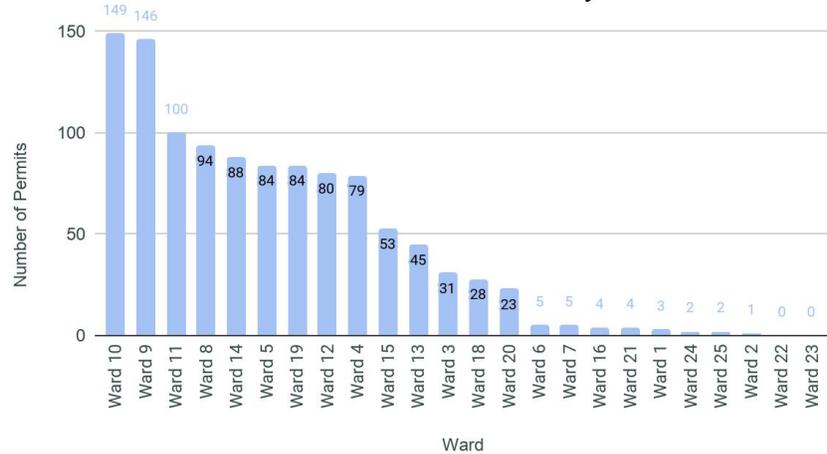
Commercial boulevard parking spaces are found both downtown, midtown, and even in the outer areas of the City. Let us consider the plans and policies within which these commercial boulevard parking permits exist. The City's Complete Street Guidelines states that "streets are more than just corridors for movement, they are also important public spaces, occupying more than a quarter of the city's land area" (City of Toronto 2017: 7). The City of Toronto's Official Plan policy 3.1.1(5) recognizes that existing and proposed city streets, being significant public spaces, should incorporate Complete Streets Guidelines in order to balance the needs and priorities of different users of the street with the right-of-way. The Official Plan also includes policies 4.5.21(a), 4.5.2(f) and 4.5.2 (m) by striving to create a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meets the needs of the local community, by improving the pedestrian realm to create a more attractive, comfortable, and safe pedestrian environment, and providing opportunities for green infrastructure including tree planting, stormwater management systems and green roofs. TOCore's parking and mobility policies (Section 8.25) encourage the replacement of existing surface parking spaces and lots with other uses such as bicycle parking and sharing stations and sidewalk cafes. The existence of commercial boulevard parking permits on streets thus seem somewhat inconsistent with the City's plans and policies, especially on streets that have an abundance of on-street parking and/or parking lots.

Commercial Boulevard Parking Permits by Ward

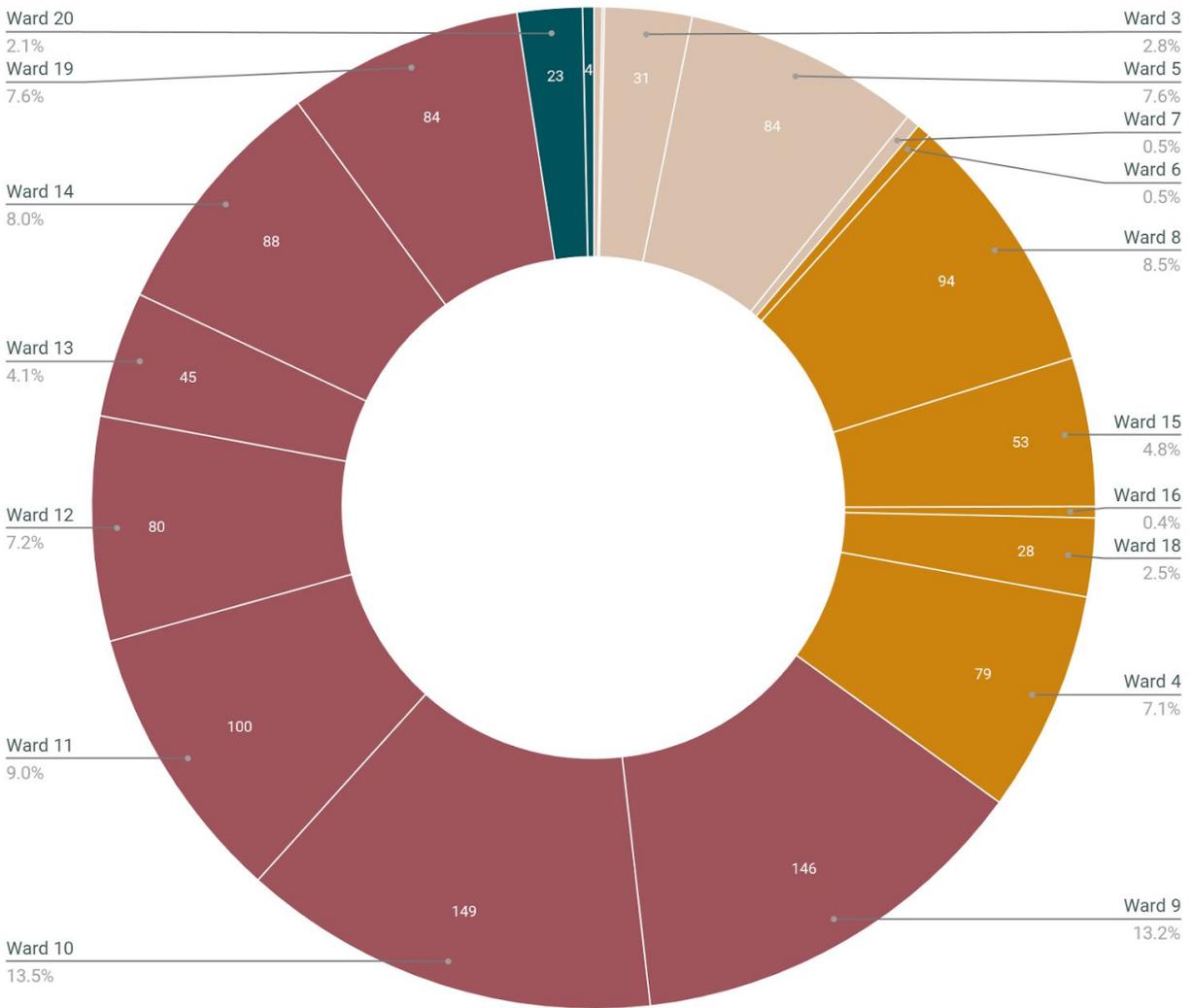


Looking at the number of permits separated by ward, we see a general trend of increased number of permits with increased proximity to the Downtown Core of the City. The only anomaly to this trend is Ward 13 (Toronto Centre), and may be explained by the ward’s relatively smaller area in relation to the surrounding wards. The wards with the most number of permits are Ward 10 (Spadina-Fort York), Ward 9 (Davenport), and Ward 11 (University-Rosedale), which all contain 100 permits and above. The wards immediately surrounding the downtown wards all contain between 50-99 permits each. The wards on the outer areas of the City all contain 0-49 permits each, with Ward 3 (Etobicoke-Lakeshore) sitting on the higher end of the spectrum, having 31 permits.

Number of Commercial Boulevard Permits by Ward



Number of Permits by Ward and District



Legend:

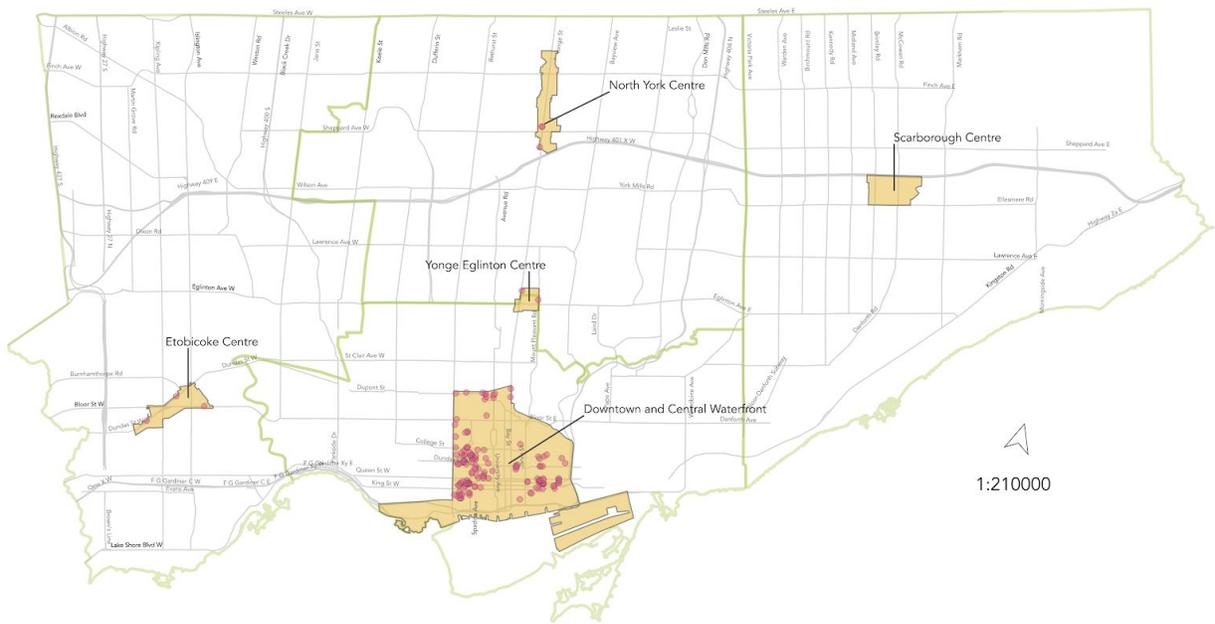
- Toronto & East York
- Scarborough
- Etobicoke & York
- North York

Commercial Boulevard Parking Permits in Avenues and Centres

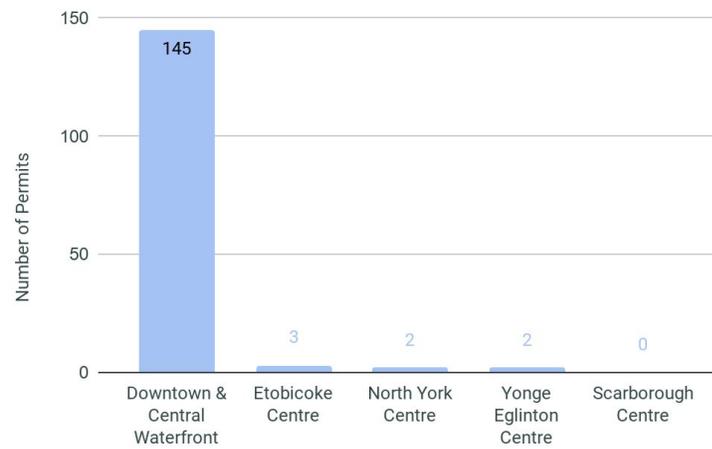
Centres

Centres contain a total of 152 commercial boulevard parking permits. The Downtown and Central Waterfront contains 96% of commercial boulevard parking permits located in Centres. The Yonge Eglinton Centre, Etobicoke Centre, and North York Centre hold the remaining 4% of permits found in Centres. No permits exist within Scarborough Centre. This data parallels the pattern of permit locations found in the Permit by Ward data as it similarly reveals a higher percentage of permits located in downtown areas. The table below details the number of permits in each Centre.

Commercial Off-Street Boulevard Parking Permits in Centres, City of Toronto



Commercial Boulevard Parking Permits in Centres



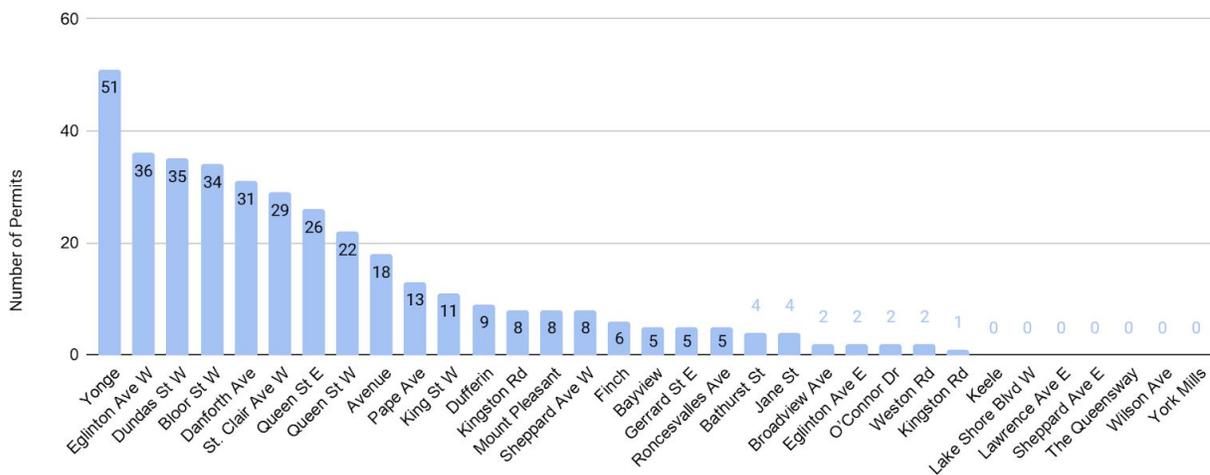
Avenues

Avenues contain a total of 359 commercial boulevard parking permits. Of these permits, 65% are located in the Toronto and East York District, 31% in the North York District, 3% in the Etobicoke York District, and 1% in the Scarborough District. Avenues with 30+ permits include Yonge Street, Eglinton Avenue West, Bloor Street West, Dundas Street West, and Danforth Avenue. Avenues that have between 20-29 permits include St. Clair Avenue West, Queen Street East, and Queen Street West. Avenues that have between 10-19 permits include Avenue Road, Pape Avenue, and King Street West. The remaining Avenues have between 0-9 permits each.

Commercial Off-Street Boulevard Parking Permits within Avenues in the City of Toronto

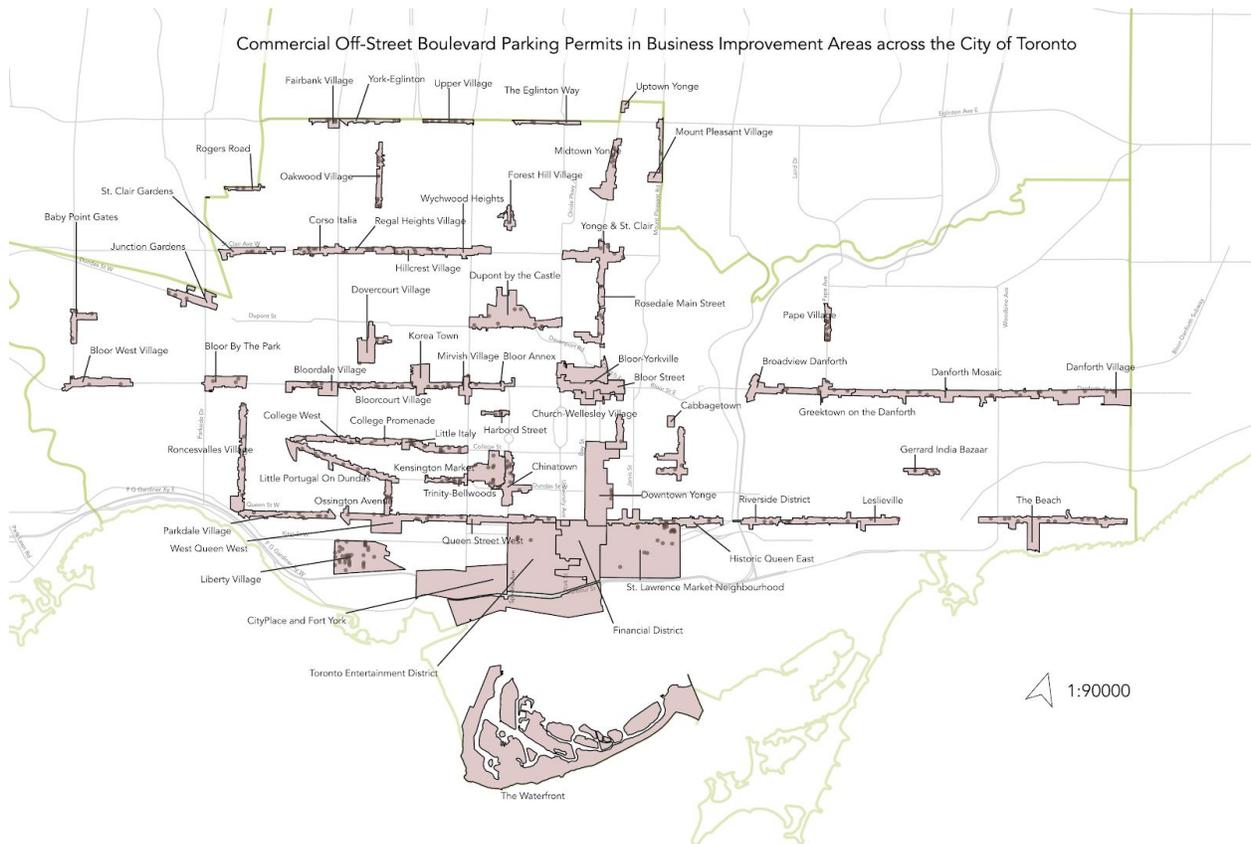
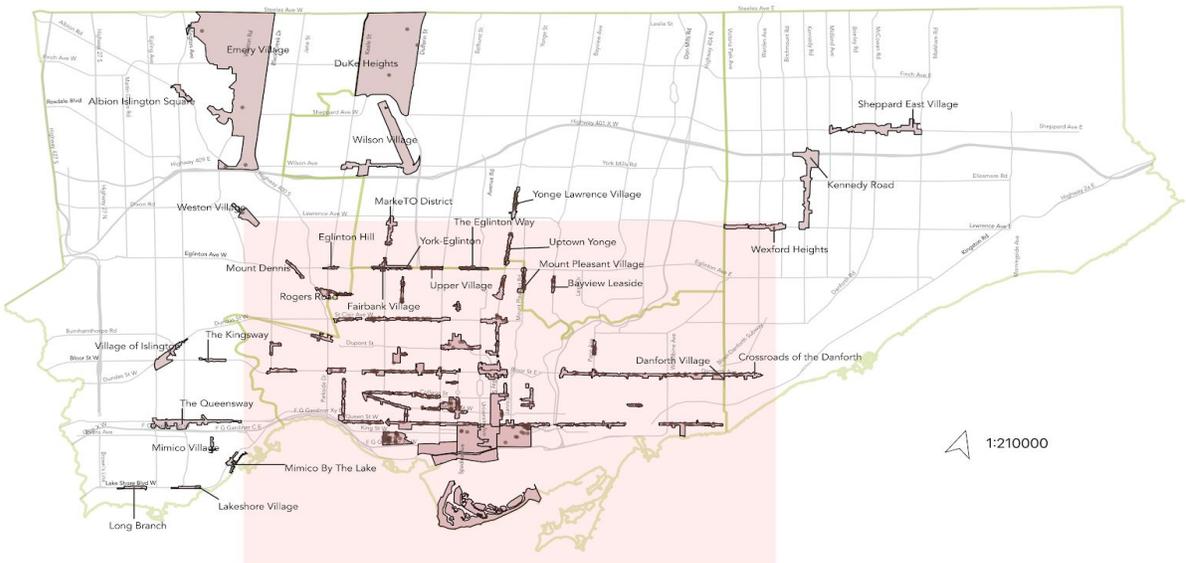


Commercial Boulevard Permits in Avenues



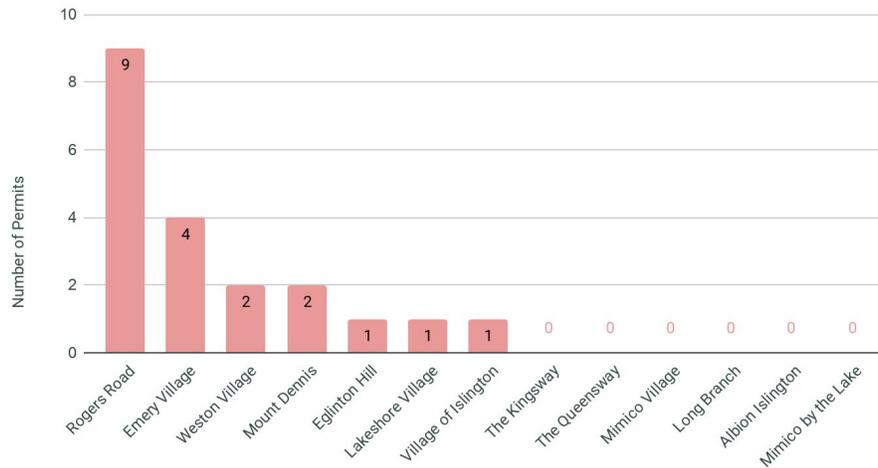
Commercial Boulevard Parking Permits in BIAs

Commercial Off-Street Boulevard Parking Permits in Business Improvement Areas across the City of Toronto

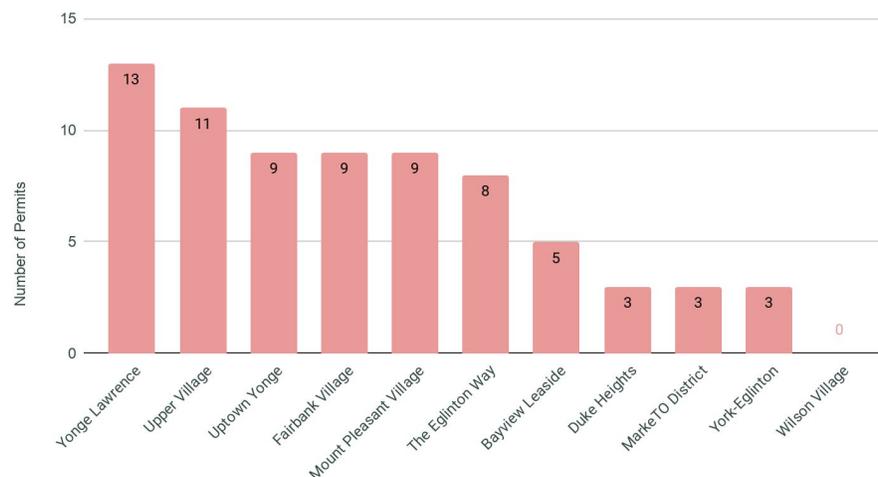


There are 83 Business Improvement Areas across the City of Toronto, which together, have a total of 377 commercial boulevard parking permits. 85% of these permits are concentrated in the Toronto and East York District, within which the Liberty Village BIA has the highest number of permits (39), followed by St. Lawrence Market Neighbourhood (19 permits), the Beach (13 permits), and Little Italy (13 permits). The other districts, in order of highest number of permits to lowest, are North York (9%), North York/Toronto and East York (8%), Etobicoke York (5%), and Scarborough (1%). The table below details the number of permits in each Business Improvement Area.

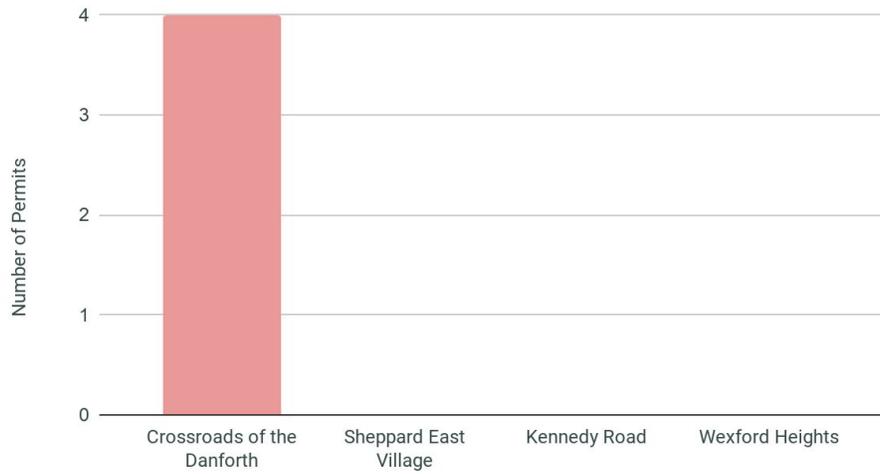
Commercial Boulevard Parking Permits in BIAs - Etobicoke York



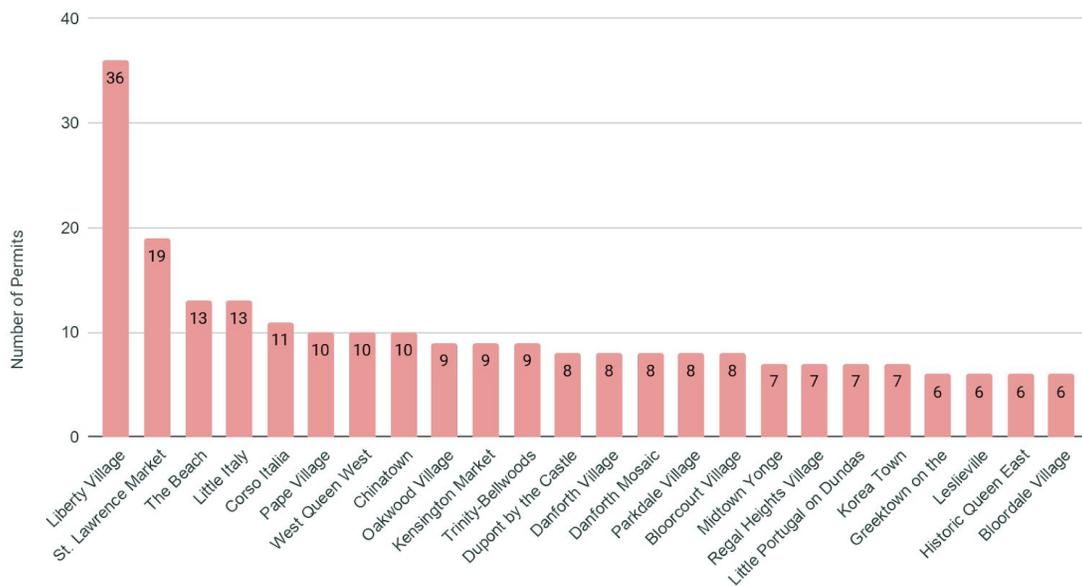
Commercial Boulevard Parking Permits in BIAs - North York



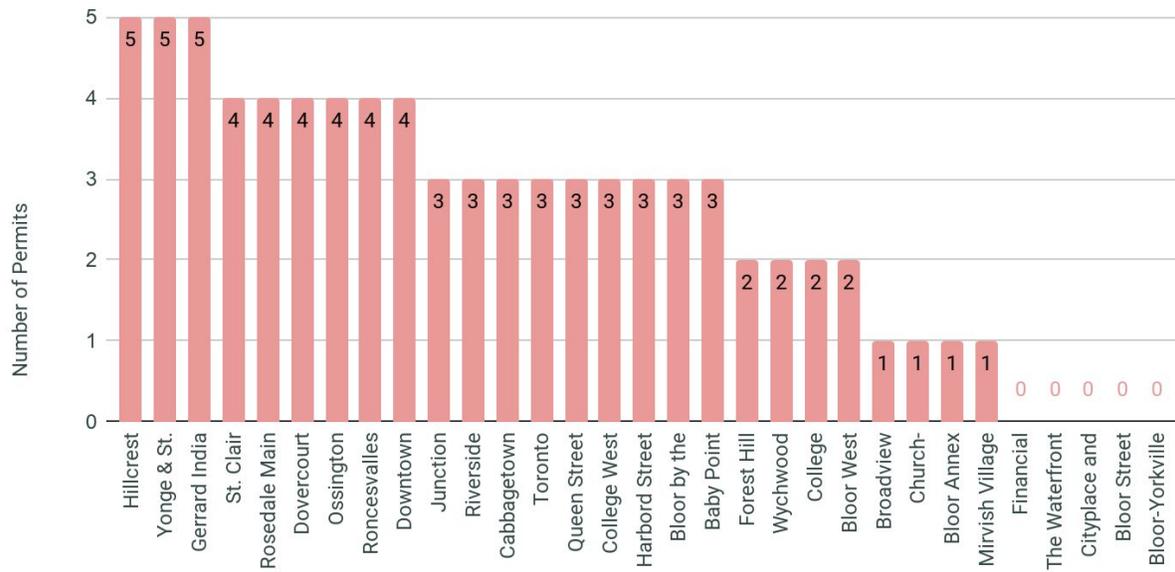
Commercial Boulevard Parking Permits in BIAs - Scarborough



Commercial Boulevard Parking Permits in BIAs - Toronto and East York



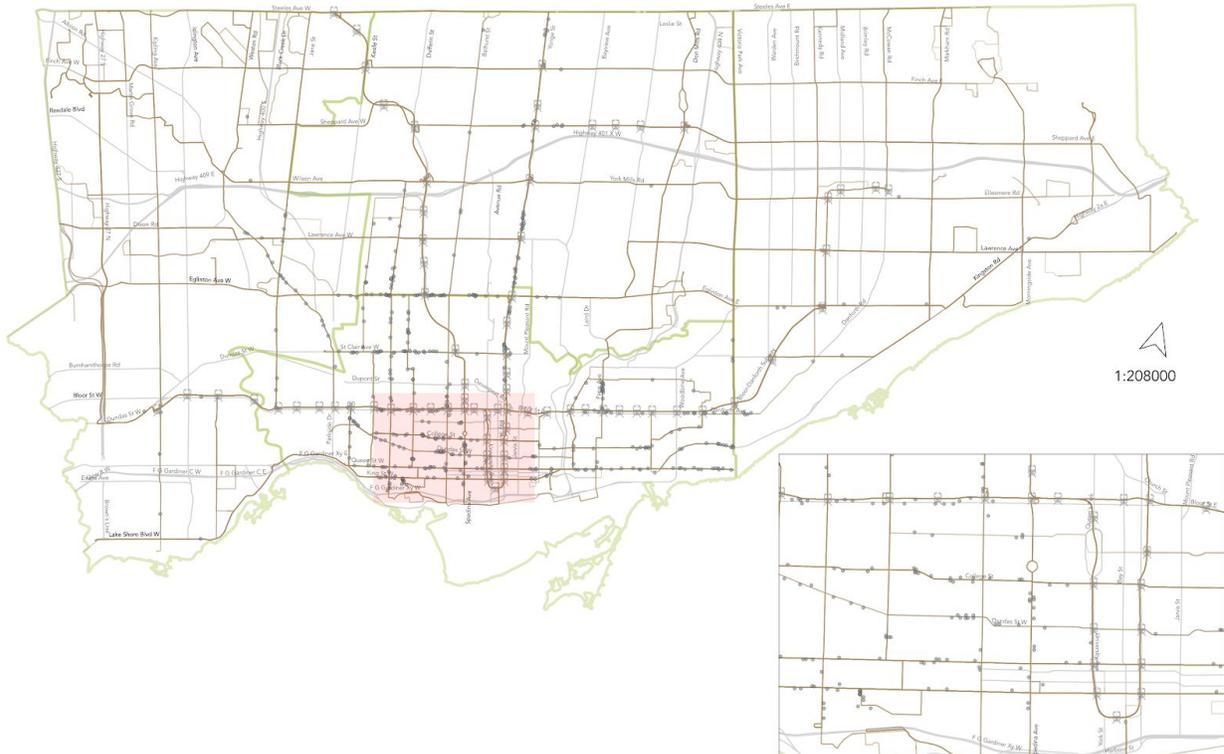
Commercial Boulevard Parking Permits in BIAs - Toronto and East York



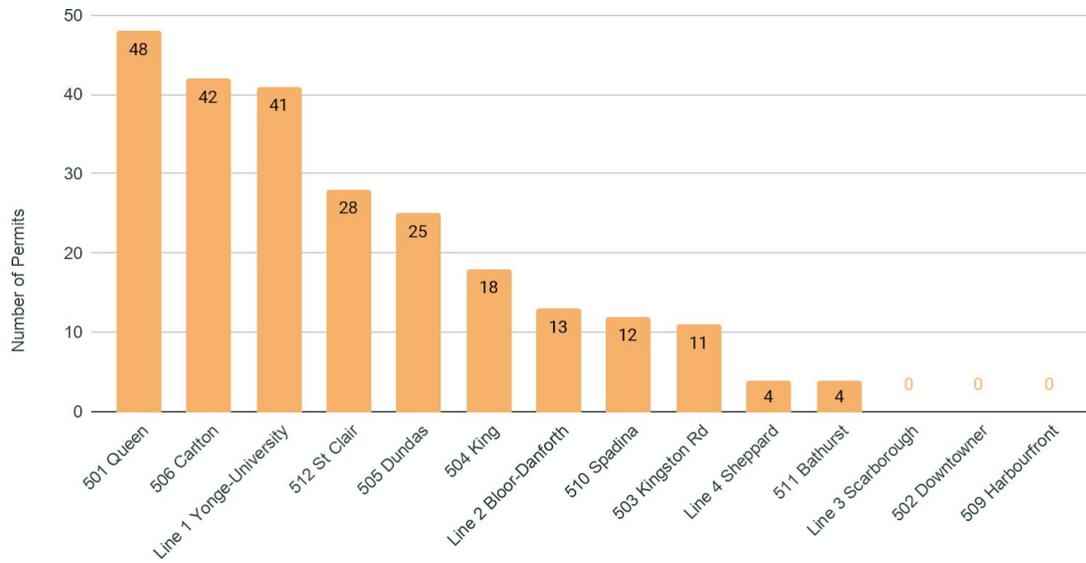
Commercial Boulevard Parking Permits Along the 10-Minute TTC Routes

A total of 413 commercial boulevard parking permits exist along the TTC 10-minute routes. The route with the highest number of permits is 501 Queen (48 permits), followed by 506 Carlton (42 permits), and Line 1 Yonge-University (41 permits).

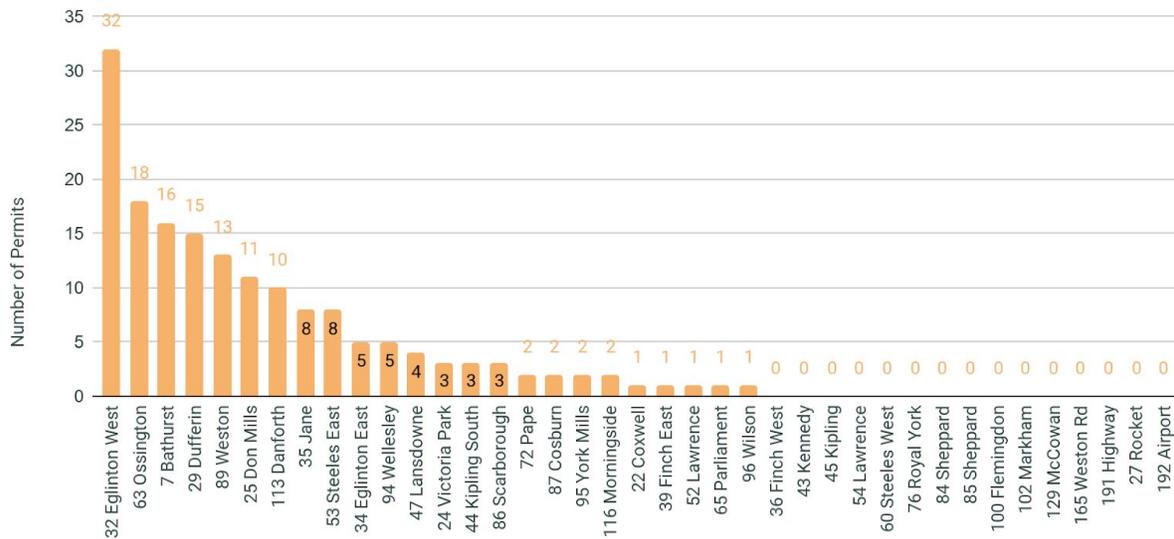
Commercial Boulevard Parking Permits in the TTC 10-Minute-or-Better Service Network



Commercial Boulevard Parking Permits Above & Below TTC 10-Minute Route - Subway & Streetcar



Commercial Boulevard Parking Permits Above & Below TTC 10-Minute Route - Buses



Previous Success Stories: Removal of Commercial Boulevard Parking

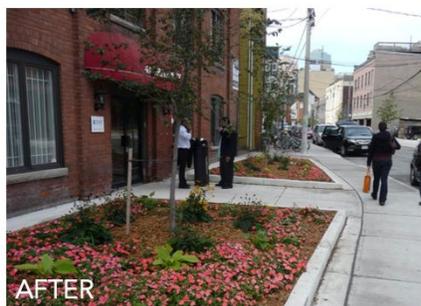
Britain Street



Britain Street is a two-way street located on the George Brown College Campus that originally contained 16 of commercial off-street boulevard parking permits, as well as on-street parking.



In 2010, the Planning Department secured interest from the Councillor and majority of property owners of the street, including George Brown College, and successfully revoked the boulevard parking permits in favour of greening and more sustainable land use. To offset the reduced number of boulevard parking spots, the City introduced additional on-street pay-and-display parking spots on Britain Street.



The commercial off-street boulevard parking spots were transformed into space for in-ground planters, in-ground trees, a small community garden, and bicycle post and lock up rings. The design and greening vastly improved the pedestrian experience of the public realm as it allowed for a redesign of the street that responded to the changing needs of its users. Trees and bike parking deliver additional environmental benefits and encourage a wider variety in modes of transportation.



Britain Street is a prime example of the potential of public realm improvements that can take place through greening of commercial off-street boulevard parking spots.

Bloor Annex BIA

SIDE STREET PARKETTES



REVISED PARKETTES



The Bloor Annex BIA runs on Bloor Street West from Bathurst Street on the West to Madison Avenue on the East, and is situated within a mixed-use area of the downtown core. In 2018, the Bloor Annex BIA undertook a streetscape revitalization project, in collaboration with DTAH and the City of Toronto. The project's main focus was greening to improve the pedestrian experience of the public realm on Robert Street, Major Street, Brunswick Avenue, and Howland Avenue.

Existing underutilized right-of-way patios and commercial off-street boulevard parking spots were converted into park space to allow for the creation of parkettes at the selected locations. The four side streets were greened into small, sustainable parkettes that feature trees, pollinator gardens, and seasonal planters that take into consideration the experience of place across the four seasons that Toronto experiences.

The parkettes also feature benches made from salvaged wood and beautiful murals that contribute to a welcoming sense of place. To clearly demarcate parkettes from sidewalk space, sustainable wood decking was put in place. Beneath the decking sits a grid of soil cells that help to manage stormwater infiltration. Infrastructure to support active transportation was also considered in the design of the parkettes, as the parkettes included concrete pads with bicycle post and lock up rings as well as Bikeshare stations.

The BIA's greening initiative is a thoughtful example which takes into consideration the different users and uses of the space across the seasons as well as at different points in the day. For example, the renderings include lighting plans that make the seating and bike racks accessible and safe at night time. In speaking with the BIA Coordinator Brian Burchell, it is evident that the greening and revitalization created a more welcoming pedestrian environment and village feel to Bloor Street West.

The Bayview Leaside BIA contains a total of 5 legal commercial boulevard parking permits and 1 illegal boulevard parking area. The BIA had already completed a Master Streetscape Plan prior to this project, and had implemented benches, planters, and place-making features in the area. As such, our approach to this area was to focus on cycling infrastructure. Bikeshare station installation was the primary method used to replace the illegal parking in the boulevard and encourage increased cycling in the area. Existing legal commercial boulevard parking permits remain untouched as business owners were against their removal.

As of July 2020, one Bikeshare station has been installed at 1641 Bayview Avenue, as part of the June 2020 Bikeshare expansion. In addition, the BIA had some moveable planters and benches that the Coordinator was willing to relocate to accommodate additional bicycle post and lock up rings and multi-bike racks. We also traced Section 37 and Section 45 funds available for greening related initiatives and found that \$100,000 of Community Benefits funding was available from nearby developments at 1674-1684 Bayview Avenue and 703-713 Soudan Avenue.

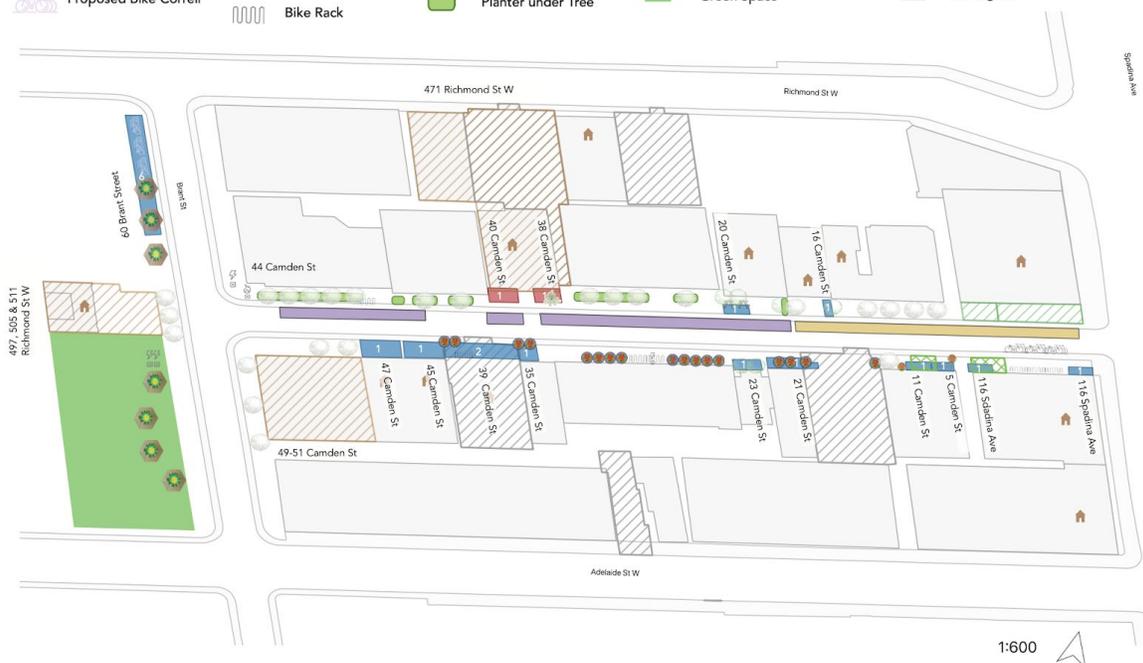
The greening approach used in the Bayview Leaside BIA, with Bikeshare leading the change, can be feasibly replicated in other BIAs and areas within future Bikeshare expansion plans. Commercial boulevard parking spots meet the space requirements of Bikeshare Stations, and with the increased cycling during the COVID-19 pandemic, many neighbourhoods are witnessing increased cycling on the streets. As such, increasing existing bike infrastructure is one promising method to greening and encouraging an active lifestyle.

Bayview Leaside BIA Contact: Henry Byers, info@bayviewleasidebia.com

In Discussion, with Possibility of Implementation: Camden Street

Legend:

	Utility Box		Proposed Tree		Existing Bench		Listed Heritage Property		Legal Commercial Boulevard Parking
	Fire Hydrant		Existing Tree		Proposed Planter & Bench		Active Development App		Illegal Commercial Boulevard Parking
	Existing Bike Correll		Existing Planter		Existing Bush		Potential Sidewalk Cafe		Overnight Permit Parking
	Proposed Bike Correll		Proposed Planter		Planter under Tree		Sidewalk Cafe		TPA Parking
	Bike Rack		Green Space		Parking Lot				



Camden Street contains a total of 13 legal commercial boulevard parking permits and 2 illegal boulevard parking areas. The greening proposal for Camden Street also took Brant Street into consideration, given the proximity of the streets. Brant Street has 6 legal commercial boulevard parking spaces. We identified the possibility of transforming the commercial boulevard parking permits at 5 and 11 Camden Street into sidewalk cafes to expand the seating area of Avenue Open Kitchen. In comparison to the north side of the street, the south side is quite devoid of street trees. As such, we proposed greening the south side of Camden Street with street trees and planters.

We approached the Garment District Neighbourhood Association for greening-related comments and suggestions, and updated the greening proposal to incorporate the feedback heard. For example, the residents commented that people living at Eva's Phoenix, located at 60 Brant Street, would often sit directly on the pavement where the 6 commercial boulevard parking spaces on Brant Street are located. Furthermore, the residents were aware of the development proposal at 497-511 Richmond Street West, the future Waterworks food hall, and noted that additional benches would be beneficial given the predicted increase in need for seating. The greening proposal was then updated to include benches with planters in the 6 commercial boulevard parking spaces on Brant Street. As of July 2020, we continue to be in conversation with the Garment District Neighbourhood Association with hopes that the greening proposal can be implemented using Section 37 and Section 45 funds.

Garment District Neighbourhood Association Contacts:

Patricia Aquino, president@gdnatoronto.org

Jeff Ibsen, VP@gdnatoronto.org

Valerie Eggerston, secretary@gdnatoronto.org

Ann Marie Strapp, development@gdnatoronto.org

Rick Green, treasurer@gdnatoronto.org

Board Members of 29 Camden Street Building:

Catherine Mitchell, mitchellcatherine@rogers.com

Louise Hare, mlouiseturner@hotmail.com

In Discussion: Avenue Road Study Area

The Avenue Road Study Area, outlined in a 2017 report to Council, contains a total of 16 legal commercial boulevard parking permits and 11 illegal commercial boulevard parking areas. The area does not have a Business Improvement Area, so greening-related comments and suggestions were gathered from residents from the South Armor Heights Residents Association, Lytton Park Residents Association, Bedford Park Residents Association, and Upper Avenue Residents Association. Residents in this area were generally unsupportive of Bikeshare Station installation as they felt that cycling on Avenue Road was unsafe, especially as the road is in close proximity to the Highway 401 ramp. Long term, Avenue Road is identified for further study in the Cycling Plan. The scope of the study will be determined in 2021, looking mainly at Avenue Road, Yonge Street, and Mount Pleasant Road to identify which route(s) are most appropriate for a dedicated cycling lane. More details can be found on the Cycling Network Plan updates.

Upper Avenue Community Association: France Rochette, info@upperavenuecommunity.com

South Armor Heights Residents Association: Sheila Harrison, sahratoronto@rogers.com

Bedford Park Residents Association: Kirsten Cooke, kirstencooke@bell.net

Lytton Park Residents Association: Arlena Herbert, arlenahebert@gmail.com

Transportation Services Contact: Eric Chan, eric.chan@toronto.ca

City Planning Contact: Ben DiRaimo, ben.diraimo@toronto.ca

Councillor's Office: Lola Dandybaeva, lola.dandybaeva@toronto.ca

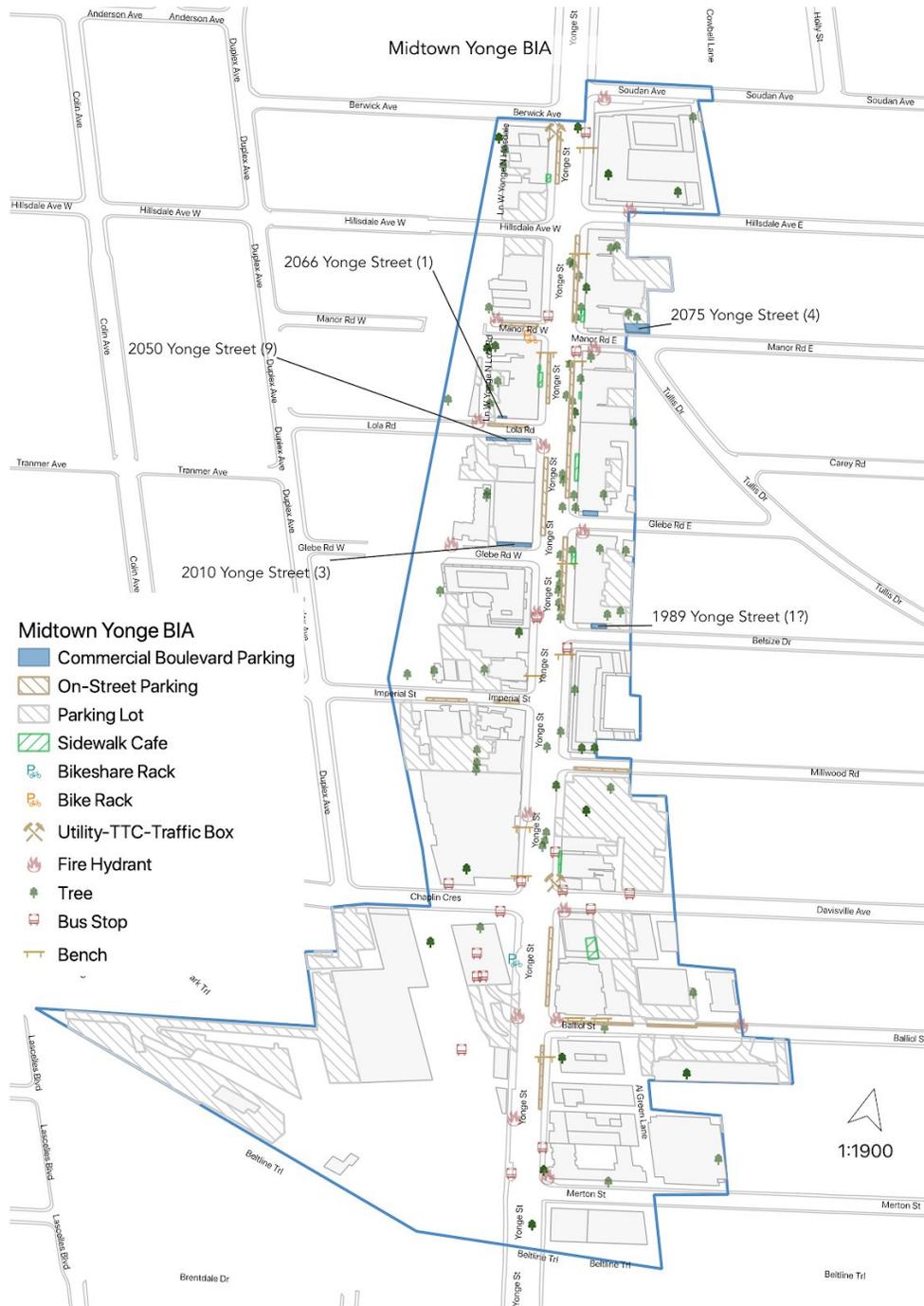
In Discussion: Laird in Focus

Laird in Focus has a total of 155 legal commercial boulevard parking spaces and 94 illegal commercial boulevard parking spaces. This area's built form differs from that of the other areas studied as a majority of the study area is zoned as employment lands. The zoning helps to explain the high instances of both legal and illegal commercial boulevard parking, as streets such as Wicksteed Avenue, Industrial Street, Commercial Road, and Research Road are extremely car-oriented with large blocks and minimal streetscape space and amenities for pedestrians. The Laird in Focus area, similar to the Avenue Road Study Area, lacks a Business Improvement Area, and conversations with business owners is continuing. Local residents from the Cycle Toronto Don Valley West Ward group were contacted for greening-related comments and suggestions, and residents highlighted McRae Drive as a street with great potential for bike lanes. Any potential greening efforts could be implemented with new developments taking place in the area.

Cycle Toronto Don Valley West: Geoff Kettel, gkettel@gmail.com; Holly Reid, hollyreid@rogers.com

Leaside Business Park Association: Dag Enhorning, dag@siltech.com

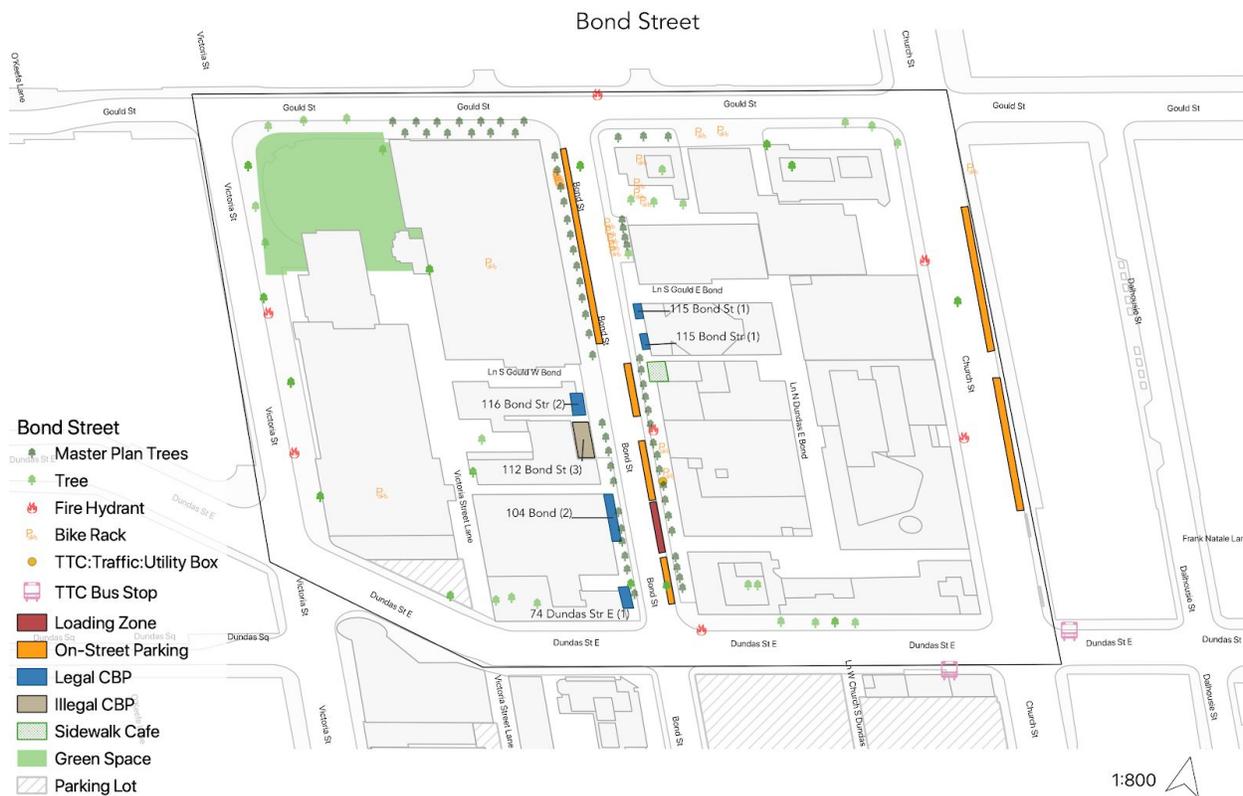
For Future Discussion: Midtown Yonge BIA



The Midtown Yonge BIA has a total of 18 legal commercial boulevard parking permits. The BIA’s Coordinator is also the Coordinator for the Bayview Leaside BIA, and has expressed interest in greening the Midtown Yonge BIA.

Midtown Yonge BIA: Henry Byers, info@midtownyongebia.com

For Future Discussion: Bond Street



Bond Street has a total of 5 legal commercial boulevard parking permits, and was identified as having potential for future greening as Ryerson University is currently undergoing a redesign of the campus with the Campus Master Plan. The April 2020 draft has not yet been released to the public, but includes recommendations for Bond Street being a pedestrian priority street where a more intimate, highly pedestrian street character is implemented. The Master Plan also includes proposals for green street design. It is thus timely to consider the removal of the commercial boulevard parking permits.

Additional Contacts for All Locations

- Commercial Boulevard Parking Permits: Rebecca O, rebecca.o@toronto.ca
- Transportation Services: Andre Filippetti, andre.filippetti@toronto.ca
- Bikeshare Toronto: Alyssa Krantzberg, Alyssa.Krantzberg@toronto.ca
- Multi-Bike Racks: Jesse Demb, jesse.demb@toronto.ca
- Post & Rings: David Dang, david.dang@toronto.ca
- Long Term Cycling Plan: Katie Wittmann, katie.wittmann@toronto.ca
- TTC Shapefiles: sierra.buehler@ttc.ca
- City of Toronto Shapefiles: Steven Dixon, steven.dixon@toronto.ca

Works Cited

City of Toronto, 2002. Toronto Official Plan. Retrieved from
https://www.toronto.ca/wp-content/uploads/2019/06/8f06-OfficialPlanAODA_Compiled-3.0.pdf

City of Toronto, 2017. Toronto Complete Streets Guidelines Edition 1. Volume 1.

Appendix

Table 1: List of Commercial Boulevard Parking Permits by Ward

DISTRICT	TOTAL	%	Legend
Ward 1	3	0.3%	0-49 Permits
Ward 2	1	0.1%	50-99 Permits
Ward 3	31	2.8%	100-150 Permits
Ward 4	79	7.1%	
Ward 5	84	7.6%	
Ward 6	5	0.5%	
Ward 7	5	0.5%	
Ward 8	94	8.5%	
Ward 9	146	13.2%	
Ward 10	149	13.5%	
Ward 11	100	9.0%	
Ward 12	80	7.2%	
Ward 13	45	4.1%	
Ward 14	88	7.9%	
Ward 15	53	4.8%	
Ward 16	4	0.4%	
Ward 18	28	2.5%	
Ward 19	84	7.6%	
Ward 20	23	2.1%	
Ward 21	4	0.4%	
Ward 22	0	0%	
Ward 23	0	0%	
Ward 24	2	0.2%	
Ward 25	2	0.2%	
Total in Wards	1107		

Table 2: List of Commercial Boulevard Parking Permits in Centres

CENTRE	TOTAL	%
Downtown and Central		
Waterfront	145	96%
Eglinton Centre	2	1%
Etobicoke Centre	3	2%
North York Centre	2	1%
Scarborough Centre	0	0%
Total in Centres	152	

Table 3: List of Commercial Boulevard Parking Permits in Avenues

AVENUE	TOTAL	%
North York	111	31%
Finch	6	
Sheppard	8	
York Mills	0	
Keele	0	
Dufferin	9	
Avenue	18	
Yonge	23	
Mount Pleasant	8	
Bayview	5	
Lawrence	0	
Eglinton Ave W	13	
Toronto and East York	262	65%
Eglinton Ave W	21	
St. Clair Ave W	27	
Bloor St W	34	
Dundas St W	35	
Queen St W	22	
King St W	11	
Danforth Ave	31	
Gerrard St E	5	
Queen St E	26	

Legend

0-9 Permits
10-19 Permits
20-29 Permits
30-39 Permits

Roncesvalles Ave	5	
Bathurst St	4	
Yonge St	23	
Broadview Ave	2	
Pape Ave	13	
Kingston Rd	8	
O'Connor Dr	2	
Scarborough	3	1%
Sheppard Ave E	0	
Lawrence Ave E	0	
Eglinton Ave E	2	
Kingston Rd	1	
Etobicoke		
York	10	3%
Wilson Ave	0	
Eglinton Ave W	2	
St. Clair Ave W	2	
Bloor St W	0	
Dundas Str W	0	
The Queensway	0	
Lake Shore Blvd W	0	
Jane St	4	
Weston Rd	2	
Total in Avenues	359	

Table 4: List of Commercial Boulevard Parking Permits in Business Improvement Areas

BIA	TOTAL	%	Legend
Etobicoke York	20	5%	0-9 Permits
Albion Islington Square	0		10-19 Permits
Emery Village	4		20-29 Permits
Weston Village	2		30-39 Permits
Mount Dennis	2		
Eglinton Hill	1		
Rogers Road	9		
Village of Islington	1		
The Kingsway	0		
The Queensway	0		
Mimico Village	0		
Long Branch	0		
Lakeshore Village	1		
Mimico by the Lake	0		
Scarborough	4	1%	
Sheppard East Village	0		
Kennedy Road	0		
Wexford Heights	0		
Crossroads of the Danforth	4		
North York	33	9%	
Duke Heights	3		
Wilson Village	0		
MarkeTO District	3		
Yonge Lawrence Village	13		
Uptown Yonge	9		
Bayview Leaside	5		
North York/ Toronto and East York*	31	8%	
York-Eglinton	3		
Fairbank Village	9		
Upper Village	11		
The Eglinton Way	8		
Mount Pleasant Village	9		
Toronto and East York	319	85%	
Midtown Yonge	7		
Forest Hill Village	2		

Oakwood Village	9
St. Clair Gardens	4
Corso Italia	11
Regal Heights Village	7
Hillcrest Village	5
Wychwood Heights	2
Yonge & St. Clair	5
Rosedale Main Street	4
Dupont by the Castle	8
Dovercourt Village	4
Junction Gardens	3
Danforth Village	8
Danforth Mosaic	8
Greektown on the Danforth	6
Broadview Danforth	1
Pape Village	10
The Beach	13
Gerrard India Bazaar	5
Leslieville	6
Riverside District	3
Cabbagetown	3
Historic Queen East	6
St. Lawrence Market Neighbourhood	19
Financial District	0
The Waterfront	0
Toronto Entertainment District	3
Cityplace and Fort York	0
Liberty Village	36
West Queen West	10
Parkdale Village	8
Ossington Avenue	4
Queen Street West	3
Roncesvalles Village	4
Little Portugal on Dundas	7
College West	3
College Promenade	2
Little Italy	13
Kensington Market	9
Trinity-Bellwoods	9
Chinatown	10

Downtown Yonge	4
Church-Wellesley Village	1
Harbord Street	3
Bloor Street	0
Bloor-Yorkville	0
Bloor Annex	1
Mirvish Village	1
Korea Town	7
Bloorcourt Village	8
Bloordale Village	6
Bloor by the Park	3
Bloor West Village	2
Baby Point Gates	3
Total in BIAS	377

*North York/Toronto and East York includes BIAs that sit on the border of the North York District and the Toronto and East York District.

Table 5: List of Commercial Boulevard Parking Permits in Neighbourhood Improvement Areas

NIA	TOTAL	%	Legend
Beechborough	5	3.3%	0-9 Permits
Black Creek	0	0%	10-19 Permits
Downsview-Roding-CFB	2	1.3%	20-29 Permits
Eglinton East	1	0.7%	30+ Permits
Elms-Old Rexdale	1	0.7%	
Flemington Park	0	0%	
Glenfield-Jane-Heights	0	0%	
Humber Summit	2	1.3%	
Humbermede	1	0.7%	
Ionview	1	0.7%	
Keelesdale-Eglinton West	16	10.5%	
Kennedy Park	4	2.6%	
Kingsview Village - The Westway	0	0%	
Morningside	0	0%	
Mount Dennis	9	5.9%	
Mount Olive-Silverstone-Jamestown	0	0%	
Oakridge	5	3.3%	
Regent Park	2	1.3%	
Rockcliffe-Smythe	18	11.8%	
Rustic	0	0%	
Scarborough Village	1	0.7%	
South Parkdale	45	29.6%	
Taylor-Massey	5	3.3%	
Thistletown-Beaumont-Heights	0	0%	
Thornccliffe Park	9	5.9%	
Victoria Village	0	0%	
West Hill	1	0.7%	
Weston	9	5.9%	
Weston-Pellam Park	12	7.9%	
Woburn	1	0.7%	
York University-Heights	3	2.0%	
Total in NIAs	152		

Table 6: List of Commercial Boulevard Parking Permits around the TTC 10-Minute Routes

Route	Total
Line 1 Yonge-University	41
Line 2 Bloor-Danforth	13
Line 3 Scarborough	0
Line 4 Sheppard	4
501 Queen	48
502 Downtowner	0
503 Kingston Rd	11
504 King	18
505 Dundas	25
506 Carlton	42
509 Harbourfront	0
510 Spadina	12
511 Bathurst	4
512 St Clair	28
7 Bathurst	16
22 Coxwell	1
24 Victoria Park	3
25 Don Mills	11
29 Dufferin	15
32 Eglinton West	32
34 Eglinton East	5
35 Jane	8
36 Finch West	0
39 Finch East	1
43 Kennedy	0
44 Kipling South	3
45 Kipling	0
47 Lansdowne	4
52 Lawrence West	1

53 Steeles East	8
54 Lawrence East	0
60 Steeles West	0
63 Ossington	18
65 Parliament	1
72 Pape	2
76 Royal York South	0
84 Sheppard West	0
85 Sheppard East	0
86 Scarborough	3
87 Cosburn	2
89 Weston	13
94 Wellesley	5
95 York Mills	2
96 Wilson	1
100 Flemingdon Park	0
102 Markham Rd	0
113 Danforth	10
116 Morningside	2
129 McCowan North	0
165 Weston Rd North	0
191 Highway	0
27 Rocket	0
192 Airport Rocket	0
All Routes Total	413

Table 7: List of Commercial Boulevard Parking Permits in the Avenue Road Study Area

Legal	
Address	# of Spaces
1706 Avenue Rd	2
1750 Avenue Rd	6
1790 Avenue Rd	2
1791 Avenue Rd	2
1819 Avenue Rd	8
1911 Avenue Rd	4
1917 Avenue Rd	1
1943 Avenue Rd	6
1953 Avenue Rd	3
1980 Avenue Rd	1
2040 Avenue Rd	1
2041 Avenue Rd	4
2043 Avenue Rd	3
2055 Avenue Rd	3
2078 Avenue Rd	1
407 Brookdale Ave	2
365 Fairlawn Ave	1
Total Legal	50
Illegal	
Address	# of Spaces
1738 Avenue Rd	1
1560 Avenue Rd	1
312 Douglas Ave	4
1568 Avenue Rd	1
1810 Avenue Rd	3
Total Illegal	11

Table 8: List of Commercial Boulevard Parking Permits in the Laird in Focus Area

Legal	
Address	# of Spaces
10 Industrial St	12
45 Industrial St	9
41 Laird Dr	2
94 Laird Dr	4
96 Laird Dr	12
123 Laird Dr	7
202 Laird Dr	9
206 Laird Dr	10
214 Laird Dr	4
221 McRae Dr	4
867 Millwood Rd	3
882A Millwood Rd	3
904 Millwood Rd	10
57 Research Rd	10
95 Research Rd	5
119 Vanderhoof Ave	15
90 Wicksteed Ave	6
8 Brentcliffe Rd	6
45 Commercial Rd	24
Total Legal	50
Illegal	
Address	# of Spaces
202-206 Parkhurst Blvd	15
6 Industrial St	8
12 Industrial St	9
24 Industrial St	3
31 Industrial St	14
247 McRae Dr	8

44 Laird Dr	1
42 Laird Dr	1
86 Laird Dr	1
76 Laird Dr	4
68 Laird Dr	3
66 Laird Dr	3
125 Laird Dr	6
127 Laird Dr	10
199 Laird Dr	6
208 Laird Dr	2
Total Illegal	94