



**STAFF REPORT
INFORMATION ONLY**

**Review of Policy Relating to Long-Term Parking within
the Scarborough District - Update**

Date:	May 14, 2007
To:	Scarborough Community Council
From:	Director, Transportation Services, Scarborough District
Wards:	Ward 35-44 – All Scarborough District Wards
Reference Number:	P:\2007\Cluster B\TRA\Scarborough\sc07038 D07-0650 Long-Term Parking Review Update

SUMMARY

This is a one-year review of the long-term residential parking policy adopted by Scarborough Community Council and adopted by City Council in May of 2006.

The review shows that it is feasible for the Scarborough Community Council to consider introducing on-street residential permit parking as per Toronto Municipal Code, Chapter 925 – Permit Parking.

FINANCIAL IMPACT

There are no immediate financial implications of this report.

However, if permit parking applications are approved on specific streets or in specific areas in the future, there will be costs incurred for street signs and operation of the permitting program by Right-of-Way Management Unit staff which will be duly reported on to Community Council at those times.

DECISION HISTORY

At its meeting of May 23, 24 and 25, 2006, City Council adopted the recommendation of Scarborough Community Council to maintain only the current 12-hour residential parking by-laws in the Scarborough District, and the recommendation of Works Committee to review this resolution in one year’s time.

On September 27, 2006, City Council enacted By-Law No. 1067-2006 which established Toronto Municipal Code Chapter 925 – Permit Parking.

At its meeting of February 5, 6, 7 and 8, 2007, City Council adopted the recommendation of Scarborough Community Council that long-term residential parking not be allowed along Linton Avenue in Ward 36.

At its meeting of February 5, 6, 7 and 8, 2007, City Council also amended Toronto Municipal Code Chapter 27, delegating to the Community Councils the authority to make decisions on certain local matters, including on-street parking.

ISSUE BACKGROUND

From the late 1890's through the 1930's, portions of Scarborough in Wards 35 and 36 were developed as streetcar suburbs being served by the Scarborough radial streetcar along Kingston Road, or the east end of the Danforth Avenue streetcar line near Victoria Park Avenue. At the time, on-site parking was not provided at all or was only narrow enough to accommodate the small Ford Model-T type cars of the time.

In 1976, the Borough of Scarborough began implementing long-term 12-hour residential parking on certain streets to provide overnight parking in areas where the older homes could not accommodate the much larger cars of that time on site. This area is now roughly bounded by Massey Creek/Warden Avenue/Mack Avenue to the North, Victoria Park Avenue to the West, Birchmount Road to the East, and Lake Ontario to the South.

In 2006, Scarborough Community Council recommended a resolution that there be no change in this parking strategy and that permit parking not be introduced. This was adopted by City Council; however, the Works Committee requested that this issue be reviewed after one year.

In February of 2007, City Council amended Toronto Municipal Code Chapter 27 in order to delegate the final decision for on-street parking to the Community Councils, provided that parking on major arterial roads were compliant with City by-laws and policies. There was also a limitation placed on the delegation stating that if an established TTC route was present, the proposal would only be approved by City Council as per the Road Classification System.

COMMENTS

Since May 2006, there has been informal pressure to introduce residential long-term or permit parking along some streets in Wards 35 and 36 in the older pre-World War II neighbourhoods. A formal report was even submitted regarding such parking along Linton Avenue in Ward 36. However, Community Council did not recommend long-term parking due to the availability of off-street parking in that area.

It should be noted that Toronto Municipal Code Chapter 925 does not expressly prohibit on-street residential permit parking in the Scarborough District (unlike portions of the North York District), rather it does not establish formal permit parking areas in

Scarborough by default. Therefore, it is legally feasible to allow for permit parking in areas with on-street parking pressures (e.g. the portions of Wards 35 and 36 where 12-hour parking already exists), subject to the criteria set out in Toronto Municipal Code Chapter 925.

Should limited permit parking be authorised in the Scarborough District in the future at a scale similar to the current 12-hour parking areas, the administration of the program could be borne by the Right-of-Way Management Unit in the Toronto & East York District of Transportation Services, as part of the on-street permit parking activities for that District. However, should permit parking become more prevalent in the Scarborough District, staff and office resource issues would need to be dealt with to manage the program out of the Scarborough District Traffic Planning & Right-of-Way Management Unit.

The mechanism for implementing permit parking would be the process prescribed in Toronto Municipal Code Chapter 925. This involves an initial petition being received by the Transportation Services Division for which a report would be tabled at Scarborough Community Council either not recommending the initiative or recommending polling. Upon approval of the latter, a formal poll as per Toronto Municipal Code Chapter 190 would be conducted by the City Clerk's office. Upon successful polling, a second report to Scarborough Community Council would be tabled outlining the by-law amendments required to implement the on-street permit parking.

The costs for the related signage would be borne by the relevant operating cost centre of the Signs & Markings Unit of Transportation Services.

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SIGNATURE

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ATTACHMENTS

1. Existing 12-Hour Parking Areas – Scarborough District