



STAFF REPORT ACTION REQUIRED

Parking Amendments – Elm Street from Bay Street to Yonge Street

Date:	February 9, 2010
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Toronto Centre-Rosedale, Ward 27
Reference Number:	Te10020te.top.doc.

SUMMARY

This staff report is about a matter for which Community Council has been delegated authority from City Council to make a final decision.

Transportation Services is requesting approval from Toronto and East York Community Council to change the parking regulations on Elm Street (Bay Street to Yonge Street) to eliminate a “commercial loading zone” and add additional parking opportunity for the surrounding businesses in the process.

RECOMMENDATIONS

Transportation Services recommends that Toronto and East York Community Council:

1. Rescind the existing “No Parking Anytime” prohibition on the south side of Elm Street from a point 72.3 metres west of Yonge Street and a point 46.5 metres further west.

FINANCIAL IMPACT

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Division Interim 2010 Operating Budget	\$500.00

ISSUE BACKGROUND

Councillor Kyle Rae, in consultation with the Downtown Yonge BIA, requested Transportation Services to adjust the current parking regulations on this section of Elm Street in order to gain additional parking opportunity for the surrounding businesses.

COMMENTS

Elm Street (Bay Street to Yonge Street) is classified as a collector roadway that operates two-way (eastbound and westbound), and has a pavement width of 11.0 metres. For the most part, pay parking is allowed on both sides of the street and operates from 8:00 a.m. to 9:00 p.m., Monday to Saturday and from 1:00 p.m. to 9:00 p.m., Sunday. A forty-six metre “commercial loading zone” is also delineated on the south side of Elm Street, west of Yonge Street. The posted speed limit on this street is 40km/h and there is no TTC service.

Following recent discussions with members of the Downtown Yonge BIA and Councillor Kyle Rae’s office, it was decided that the “commercial loading zone”, mentioned above, was no longer needed and should be replaced with pay and display parking to allow for additional on-street parking opportunity in the area. While the loss of “commercial loading/unloading” opportunity will be an inconvenience, an additional eight on-street parking spaces will be available in an area where parking is in high demand.

CONTACT

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SIGNATURE

Peter Noehammer, P.Eng.
Director, Transportation Services

ATTACHMENT

Drawing No. 421F-9947, dated February 2010

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