

Pay and Display Parking – Various Streets in Wards 27 and 28

Date:	July 16, 2010
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Toronto Centre-Rosedale, Ward 27 Toronto Centre-Rosedale, Ward 28
Reference Number:	Ts10132te.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 has been requested by the Toronto Parking Authority to report on amending the parking regulations on the following streets in order to regain some paid parking in the area which was lost with the implementation of bike lanes on Jarvis Street:

- Earl Place, between Huntley Street and Jarvis Street
- Earl Street, between Huntley Street and Sherbourne Street
- Huntley Street, between Selby Street and Isabella Street
- Isabella Street, between Jarvis Street and Sherbourne Street
- Linden Street, between Huntley Street and Sherbourne Street
- Maitland Place, between Homewood Avenue and Jarvis Street
- Howard Street, between Sherbourne Street and Parliament Street

RECOMMENDATIONS

Transportation Services recommends that Toronto and East York Community Council:

1. Rescind the parking regulations outlined in Appendix “A”, attached to the report dated July 16, 2010, “Pay and Display Parking – various Streets in Wards 27 and 28”, from the Director, Transportation Services, Toronto and East York District, stipulating the removal of the current one hour regulation and amendments to

other parking regulation on Earl Place, Earl Street, Huntley Street, Isabella Street, Linden Street, Maitland Place and Howard Street.

2. Approve implementation of the parking regulations outlined in Appendix “B”, attached to the report dated July 16, 2010, “Pay and Display Parking – various Streets in Wards 27 and 28”, from the Director, Transportation Services, Toronto and East York District, to authorize the operation of parking machines on Earl Place, Earl Street, Huntley Street, Isabella Street, Linden Street, Maitland Place and Howard Street.

FINANCIAL IMPACT

The Toronto Parking Authority advises that the funds required to install pay-and-display parking machines and related signage on the proposed streets are available in the Toronto Parking Authority 2010 Pay-and-Display Machine Installation Program.

ISSUE BACKGROUND

Toronto Parking Authority, in consultation with Transportation Services and Councillors Kyle Rae and Pam McConnell, requested that the parking regulations on Earl Place, Earl Street, Huntley Street, Isabella Street, Linden Street, Maitland Place and Howard Street be adjusted to allow for pay parking to help off-set the pay parking loss incurred on Jarvis Street as a result of the bike lane implementation.

COMMENTS

At its meetings on May 25, 26, and 27, 2009, City Council approved item PW 24.15 entitled “Jarvis Streetscape Improvements – Class Environmental Assessment Study” indicating that “Alternative Design Solution 1” which includes the provision of exclusive bicycle lanes on Jarvis Street between Charles Street East and Queen Street East was chosen as the recommended option. The Toronto Parking Authority estimates approximately 110 pay and display parking spaces will be eliminated along this stretch of Jarvis Street as a result.

In order to help offset the loss of pay and display parking incurred on this section of Jarvis Street, the Toronto Parking Authority identified various streets in the vicinity where pay parking can be implemented, generally as shown on the attached print of Drawing No. 421G-0117, dated July 2010.

All the streets identified currently have a one hour parking regulation in conjunction with permit parking. The one hour parking regulation will be replaced with pay and display parking that will operate in conjunction with the current permit parking hours of operation, thereby re-establishing approximately 104 pay parking spaces in the area. It should be noted that permit parking regulations on the streets identified in this report will not be impacted. Permit holders and people with valid disabled parking permits are exempt from pay parking regulations.

The parking amendments mentioned in Appendix A and B of this report would re-establish much needed pay and display parking in the area.

CONTACT

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SIGNATURE

Peter Noehammer, P.Eng.
Director, Transportation Services

ATTACHMENT

Drawing No. 421G-0117, dated July 2010
Appendix A
Appendix B

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