



**STAFF REPORT  
ACTION REQUIRED**

**Parking Regulation Amendment – Lake Shore Boulevard West, between west of Fortieth Street and Thirty Third Street**

<b>Date:</b>	May 17, 2016
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Transportation Services - Etobicoke York District
<b>Wards:</b>	Ward 6 – Etobicoke-Lakeshore
<b>Reference Number:</b>	p:\2016\Cluster B\TRA\EtobicokeYork\eycc160087-to

**SUMMARY**

The purpose of this report is to obtain approval to amend the existing “One Hour Parking, 8:00 a.m. to 6:00 p.m.,” regulation on the south side of Lake Shore Boulevard West between Thirty Ninth Street and Thirty Third Street to "Two Hour Parking, 8:00 a.m. to 6:00 p.m.". For area continuity, it is also recommended, the section on the south side from Thirty-Ninth Street to 50 metres west of Fortieth Street also be extended to "Two Hour Parking, 8:00 a.m. to 6:00 p.m.". Currently, this section is signed as “One Hour Parking, 8:00 a.m. to 6:00 p.m.,” however, there is no by-law associated with this restriction for this section of Lake Shore Boulevard West. This proposed amendment will allow for longer duration on-street parking for local businesses and restaurant patrons.

As Lake Shore Boulevard West is a transit route, this matter requires the approval of City Council. Toronto Transit Commission (TTC) staff has been advised of the issue and have not objected to the recommendations.

**RECOMMENDATIONS**

**Transportation Services recommends that:**

1. City Council amend the existing one-hour parking limit in effect from 8:00 a.m. to 6:00 p.m., on the south side of Lake Shore Boulevard West, between Thirty Ninth Street and Thirty Third Street, to be a two-hour parking limit in effect from 8:00 a.m. to 6:00 p.m., on the south side of Lake Shore Boulevard West, between 50 metres west of Fortieth Street and Thirty Third Street.

## **Financial Impact**

The estimated cost for amending the signs is \$1,400.00. These funds are included within the Transportation Services 2016 Operating Budget.

## **ISSUE BACKGROUND**

The Ward Councillor, on behalf of local business owners and patrons requested Transportation Services to review the potential for providing longer duration on-street parking to the current one hour restriction on the south side of Lake Shore Boulevard West, between west of Fortieth Street and Thirty Third Street. Increasing the parking duration to two hours will provide patrons greater opportunity to park and fully utilize local businesses and restaurants. A map of the area with the existing and proposed parking regulations is Attachment 1.

## **COMMENTS**

Lake Shore Boulevard West, from Brown's Line to Thirty-Third Street, is classified as a "Major" Arterial road having two lanes in each direction and parking lay-bys on both sides of the street. It has an urban cross-section which includes curb and gutter with sidewalks on both sides of the street. Toronto Transit Commission operates street-car service (Lake Shore 508) along this road section. The legal speed limit on this section of Lake Shore Boulevard West is 50 km/h.

Currently, a "One Hour Parking, 8:00 a.m. to 6:00 p.m." regulation exists on the south side of Lake Shore Boulevard West between 50 metres west of Fortieth Street and Thirty Third Street. Although the aforementioned one-hour parking restriction is currently signed in the field for the entire section between 50 metres west of Fortieth Street and Thirty Third Street, it is currently only by-lawed for the section between Thirty Ninth Street and Thirty Third Street.

In consultation with the Ward Councillor and area business owners, it was determined that the existing "One Hour Parking, 8:00 a.m. to 6:00 p.m.," regulation be changed to "Two Hour Parking, 8:00 a.m. to 6:00 p.m., on the south side of Lake Shore Boulevard West between 50 metres west of Fortieth Street and Thirty Third Street to accommodate the needs of local businesses and area patrons.

**CONTACT**

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**SIGNATURE**

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Steven T. Kodama, P.Eng.

Director, Transportation Services - Etobicoke York District

**ATTACHMENTS**

Attachment 1: Proposed Map