

Toronto East York Community Council – Deputation

Tuesday, 3 December 19

Re - TE11.35 - Residential On-street Permit Parking - Status Update on the Expansion of On-Street Permit Parking in the Toronto and East York Community Council Area

Councillors and Staff

My deputation is respecting Ward 4 recommendations and specifically the area identified in Attachment A to the 26 November staff report as 1K.

In the summary it states that a request was to review proposed boundaries in Wards 4, 9 and 14, but in Ward 19 to review the feasibility of polling all streets.

Please ensure that permit parking is only imposed if a poll has been completed on the street or in the neighbourhood, no matter what Ward is involved.

The Recommendations are that they be “received”.

Please clarify “received” and if that means no action to be taken, please adopt the recommendations and receive this report.

In the Financial Impact section, it states that there is no financial impact. Is this because the recommendations are to “receive”, so no permit parking would be implemented, therefore, no financial impact?

In October 2017, Transportation Services Report to undertake on-street parking field surveys.

It does not state that staff should evaluate the necessity of imposing permit parking in these areas, nor the will of the residents to have this system imposed on their neighbourhood.

Please add a requirement to meet with the unique communities and determine the need to impose permit parking on them.

Although I understand the need for permit parking in many areas, especially the downtown and older areas, I lived on Maitland and in Yorkville and know well what a nightmare parking can be and I also know that it is not necessary in our area of the new west portion of the new Ward 4.

I am concerned that the imposition of this will encourage developers to continue reducing parking on site for their residents. Communities should not have their timbre altered because the City allows/requires these developments to under build parking, while not increasing public transit.

The report states that staff were to ensure that 'the process to determine appropriate area boundaries for wards 4, 9 and 14 includes analysis of proximity to natural divides
....

In Ward 4, there were two public consultations at which the response was resoundingly opposed to the imposition of permit parking at all and to the proposed size and boundaries of the staff recommended permit parking areas.

At the last consultation I raised the "natural divide" in our area, a significantly steep ravine between Humbercrest Boulevard and Gooch Avenue and asked that if permit parking were to be imposed, that the 1K area be divided so that our valley remained as it's own permit parking area. This seems to have fallen on deaf ears as the 1K area includes both these streets.

Please re-draw the boundaries, should permit parking be imposed on our area, and ensure that the east boundary of our area be the east side of Gooch Avenue, at the ravine.

The 26 November report states that Council exempt the implementation of permit parking on the streets in Attachment B from the Municipal Code requirements for Permit Parking, including both the petition and polling requirement. This would mean the requirement to petition and poll would be waived in wards 4, 9 and 14 for the locations listed in Attachment B.

First, there were no streets listed in the Attachment B that was attached to the report I opened. If my assumption is correct, I ask Councillors to include the streets in the west portion of Ward 4 to this exclusion and to amend this recommendation to ensure that polling is NOT waived, but is required.

Again, should permit parking be imposed on our neighbourhood, please recognise that the proposed areas are geographically too large and not homogenous.

Please realign the 1E area to be from Humbercrest Boulevard to Runnymede and Annette to Dundas Street West. This area is geographically homogenous with sufficient traffic signals to cross Jane Street if needed. Leave the Warren Park community as its own area.

At the end of the covering report, the section on Permit Parking Moving Forward suggests that future decisions regarding the implementation of on-street permit parking should be held in abeyance, until the city-wide parking strategy study is complete and a report is brought to City Council.

I request that any permit parking suggested for the new west side of Ward 4 be held off until the city-wide parking strategy is complete and significant, local, specific community consultations have been held.

Additionally, I request that the permit parking areas be smaller, homogenous, consider future development impact and not be considered until polling has been done in each recommended permit parking area.

Our City is made up of many unique, interesting and inviting neighbourhoods, for many different reasons. Consideration of these features should be paramount when Council considers imposing new, City-wide programmes on neighbourhoods. It isn't necessarily a matter of how much property tax we pay, it is the work each neighbourhood does to keep it's identity and to keep it an attractive place to live, work and raise our families.

I believe that simply because our neighbourhood has been moved to a different Community Council, it should not be subjected to programmes that the residents are clearly opposed to. One size fits all does not work in all cases and in this case it fails. We know our neighbourhoods, we know how they work and what changes could destroy our unique living spaces, the things that attracted us to buy or rent our homes in our communities. Community Council and Council should respect the opinions of residents and work more closely with them when programmes like this are to be imposed.

Thank-you for your attention to my deputation.