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

Transportation Services is requesting approval to introduce car-share vehicle parking areas (CVPAs) at nine locations in the Toronto and East York District.

**RECOMMENDATIONS**

Transportation Services recommends that Toronto and East York Community Council:

1. Adopt the regulations outlined in Appendix A, attached to the March 19, 2013 report entitled "Car-share Vehicle Parking Areas – Various Locations", from the Acting Director, Transportation Services, Toronto and East York District.

**Financial Impact**

The revenue generated from the permits to the City for the nine locations will be $29,395.60 plus HST per year. All costs associated with installation of signs and pavement markings will be the responsibility of the applicant.

**DECISION BACKGROUND**

At its meeting of September 30 and October 1, 2009, City Council authorized Transportation Services to initiate a pilot program for car-share parking (Item PW26.3).

Council Link:
A separate report was submitted to Toronto and East York Community Council at its meeting of September 15, 2009 for approval to delineate 6 car-share vehicle parking areas, providing a total of 20 parking spaces spread over a total of 5 streets in the downtown area (Item TE27.84).

Council Link:  

A report was also submitted to North York Community Council at its meeting of November 10, 2009 for approval to delineate one car-share vehicle parking area, providing two parking spaces in the North York Centre area (Item NY29.43).

Council Link:  

At its meeting of April 10 and 11, 2012, City Council authorized Transportation Services to expand the car-share vehicle parking area program (Item PW13.4).

Council Link:  

COMMENTS

Application Process
Car-share companies were invited to apply for locations across the City of Toronto. There were 26 applications received from three different car-share companies (AutoShare, Car2Go and Zipcar) and all were for two spaces at each location. Of the 26 locations received 22 were within the Toronto and East York District. Due to the competing curb lane demands in neighbourhoods across the City the total number of additional car-share parking area spaces was capped at 40.

Installation Criteria
Each location for a Car-share Vehicle Parking Area (CVPA) must satisfy the following criteria:

General Criteria:

- At every location where a CVPA is requested, vehicles must be able to park at all times of the day and all days of the week;
- Each proposed location must not be located closer than 30.5 metres to an intersection controlled by traffic control signals or 9 metres of an uncontrolled intersection or intersection controlled by "Stop" signs or "Yield" signs;
- The location of a requested CVPA will not adversely impact on safe and efficient traffic operation;
- The CVPA should be located close to one or more TTC routes; and
- Each proposed CVPA location must be acceptable to the Ward Councillor.
In addition to the general criteria noted above, all requested CVPAs that will be located on a section of a street where residential permit parking is authorized must also satisfy the following specific criteria:

**Specific Criteria – Residential Permit Parking Area:**

- The CVPA will not be located in a low-density residential zone (in front of single family homes); and
- The residential permit parking area must not be wait-listed for permits.

The permit fees are based on three tiers. Tier 1 is where there are is no reduction of permit parking or pay-and-display spaces. Tier 2 is where there is a reduction in the number of permit parking spaces. Tier 3 is where there is an elimination of pay-and-display parking spaces. More detailed information about the fees is included in the above-noted PW13.4 report.

**Proposed locations**

Based on our review the following locations met all of the above-noted criteria and are recommended for installation as car-share vehicle parking areas in the Toronto and East York District:

- Bastion Street, east side, between Fleet Street and Sloping Sky Mews, Ward 19, AutoShare, Tier 1;
- Walnut Avenue, west side, between Queen Street West and Richmond Street West, Ward 19, AutoShare, Tier 1;
- Blue Jays Way, south side, between Spadina Avenue and Navy Wharf, Ward 20, AutoShare, Tier 1;
- Brunel Court, east side, south of Fort York Blvd, Ward 20, Zipcar, Tier 3;
- Irwin Avenue, south side, between Bay Street and St. Nicholas Street, Ward 27, Zipcar, Tier 1;
- Dundonald Street, south side, between Yonge Street and Church Street, Ward 27, Zipcar, Tier 3;
- Church Street, west side, south of The Esplanade, Ward 28, AutoShare, Tier 1;
- Frederick Street, west side, between King Street East and Front Street East, Ward 28, AutoShare, Tier 1; and
- Guest Avenue, west side, between Danforth Avenue and Dawes Road, Ward 32, Car2Go, Tier 2.

There is no TTC service on any of the above-noted street segments. All of these locations are supported by the local Councillors.

If this report is approved, and upon payment of appropriate fees, Transportation Services staff will arrange for the installation of parking signs and the issuance of the permits.
Removal of car-share parking on Emily Street

AutoShare has advised us that they no longer require the two car-share parking spaces on the east side of Emily Street, between Wellington Street West and King Street West. There is no TTC service on Emily Street. Recommendations to remove these parking spaces are included in the attached Appendix A.

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SIGNATURE

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Toronto and East York District

LIST OF ATTACHMENTS
(1) Drawing No. 421G-1034, dated March 2013
(2) Appendix A – Parking Regulations to be Adopted

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