

HARBORD VILLAGE RESIDENTS' ASSOCIATION

Box 68522, 360A Bloor St. W.
Toronto, ON M5S 1X1



Re TE 5.72 Expansion of permit parking in Toronto

Dear Committee Members:

April 21, 2019

Harbord Village Residents' Association represents the catchment Bloor-Spadina-College-Bathurst. In Attachment 2 accompanying the Residential On-Street Permit Parking Report, five streets in Harbord Village are recommended to receive additional parking. We have identified that such a change would be highly problematic for four of these streets, as follows:

1. "Sussex Mews is the primary access for trucks servicing the busy Metro Store and garbage trucks servicing the condo and rental buildings along Spadina. The manager of the Metro Store was unaware of this proposal and concerned about how delivery trucks would be able to access the store's loading docks if the lane was narrowed. Nearby residents are concerned that this would result in trucks travelling west on Sussex Avenue and north on Robert Street as an alternative", "or even turning illegally south from Bloor onto Robert St. As well", this laneway is already heavily trafficked by vehicles and pedestrians, "and speed humps have recently been approved. In the near future", "it will also be used by construction vehicles during the construction of the student residence at Sussex and Spadina. Creating parking along this laneway is highly impractical and poses a safety risk.",

2. Brunswick Avenue between Barbara Barrett Lane / Leah Cohen Lane and Bloor Street West

Most of this stretch of Brunswick has been narrowed by a long patio bumpout that narrows the roadway to an extent that traffic, especially emergency vehicles, would move through to the intersection only with difficulty. As well", this corner is about to undergo reconstruction and become the site of a parkette as part of the Bloor St Revitalization. There is possibly space for one vehicle to park south of the bumpout.

3. Brunswick Avenue between College Street and a point 36.4 metres north of College Street

This is a space we have just identified for greening in the context of the HV Green Plan. Introducing permit parking would preclude extending the Brunswick Boulevard south to the intersection as we had proposed.

4. Douglas Campbell Lane between the north/south leg of Douglas Campbell Lane and Robert Street

This lane is too narrow for parking. It is only 9 feet wide, and parked cars would prevent access for emergency vehicles.

The final proposed site, Lippincott Street between Lennox Street and Albany Avenue / and Bloor Street West does not appear problematic.

Examining these proposed sites has made us very skeptical of the wisdom of changing the mechanism for obtaining permit parking site approval. 80% of the sites proposed are impractical/inappropriate. The current process of petition and polling ensures local knowledge and this seems vital before new sites are approved

All the best

Carolee Orme, Transportation Committee
Sue Dexter, Planning and Development Committee