

April 24, 2019

By E-mail: teycc@toronto.ca

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Attention: Ellen Devlin

Dear Ms. Devlin:

Re: Item TE5.72
Residential On-street Permit Parking – Results of Community Consultation
and Potential Implementation Plan

We are the solicitors for the Governing Council of the University of Toronto. Despite the establishment of a “public consultation plan”, the University of Toronto received no notice and was not consulted as part of this process. The recent report and proposed list of streets that are suggested can be converted to Residential On-street Permit Parking (the “List”) was only recently brought to the University’s attention, despite including streets contained within the St. George Campus of the University of Toronto.

In particular, the proposed List includes streets that are located within the campus, surrounded by institutional uses, and not within any residential area, contrary to the purported purpose of the study and survey. For example, the List includes Devonshire Place (a street over which the University has statutory jurisdiction pursuant to the *University of Toronto Act*), Huron Street and Russell Street, all streets that largely serve the campus and contain minimal to no residential uses. Moreover, these streets are identified in the proposed new St. George Campus Secondary Plan as potential ‘shared streets’, with the goal to minimize vehicular movements and prioritize the pedestrian experience. On-street parking is discouraged in the Secondary Plan area, outside of the Huron Sussex Neighbourhood.

With respect to Sussex Mews, a laneway also included in the List, this lane largely provides service and loading functions for the adjacent commercial and mixed use developments on Spadina Avenue. It also bisects the recently approved University of Toronto student residence and housing development at 698-704 Spadina and 54 Sussex Avenue. We have read the correspondence submitted by the Harbord Village Residents’ Association dated April 21, 2019, and share their concerns in this regard. The report and List fail to take into account site specific information such as existing and proposed land uses, physical constraints and local impacts.



We request that the Committee take a more considered view of proposed streets for residential on-street permit parking, taking into account local issues and concerns, and at a minimum remove streets that have been identified as inappropriate for residential on-street permit parking.

Yours truly,

Cassels Brock & Blackwell LLP

A handwritten signature in blue ink, appearing to read "Signe Leisk", is written over the printed name of the firm.

Signe Leisk

SL/vs