

Parking Amendments - Lippincott Street

Date: May 20, 2025

To: Toronto and East York Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 11, University-Rosedale

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

The Ward Councillor has received numerous complaints from area residents and local businesses regarding vehicles parking on both sides of Lippincott Street, between Bloor Street West and Lennox Street. This activity negatively impacts sightlines, traffic flow and pedestrian safety. In particular, tour buses are parking long-term at Lippincott Street and Bloor Street West, impacting traffic operations at this intersection and pedestrian safety.

Transportation Services recommends enhancing the current parking regulations on this section of Lippincott Street to further deter on-street parking. In addition, staff are recommending the establishment of a Commercial Loading Zone on the west side of Lippincott Street, south of Bloor Street West, to accommodate the necessary loading/unloading requirements for local businesses.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Toronto and East York Community Council rescind the existing parking prohibition in effect at all times on both sides of Lippincott Street, between Bloor Street West and Lennox Street.
2. Toronto and East York Community Council prohibit stopping at all times on the west side of Lippincott Street, between Bloor Street West and a point 15 metres south.

3. Toronto and East York Community Council prohibit stopping at all times on the east side of Lippincott Street, between Bloor Street West and a point 58 metres south.
4. Toronto and East York Community Council designate a commercial loading zone to be in effect at all times on the west side of Lippincott Street, between a point 15 metres south of Bloor Street West and a point 15 metres further south.
5. Toronto and East York Community Council prohibit standing at all times on the east side of Lippincott Street, between a point 58 metres south of Bloor Street West and Lennox Street.
6. Toronto and East York Community Council prohibit standing at all times on the west side of Lippincott Street, between a point 30 metres south of Bloor Street West and Lennox Street.

FINANCIAL IMPACT

The signage costs associated with the proposed amendments are approximately \$2,900.00. Funding is available within the Transportation Services 2025 Operating Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

The Ward Councillor has received numerous concerns from area residents and local businesses regarding traffic and pedestrian safety on Lippincott Street, between Bloor Street West and Lennox Street. There have been concerns raised with long-term double-sided parking, negatively affecting two-way traffic flow, reducing sightlines and impacting pedestrian safety.

Residents and local businesses have also reported tour bus parking on Lippincott Street at Bloor Street West, in close proximity to the corner, impacting traffic operations and safety. Parking too close to a corner limits visibility for drivers attempting to turn and increasing the risk of collisions.

During this investigation, Transportation Services staff noticed yellow pavement markings on the west side of Lippincott Street, south of Bloor Street West, delineating an area that has been used for commercial loading/unloading purposes.

This painted area was implemented as part of the Bloor Street West cycle track installation to provide local businesses with curbside loading/unloading opportunities. However, this area was not formally designated or by-lawed as a Commercial Loading Zone. Parking is prohibited at all times in this area which allows operators to load/unload goods and passengers but also provides legal parking for motorists displaying an accessible parking permit.

Existing Conditions

Lippincott Street is characterized by the following conditions:

- It is a two-lane, north-south local roadway
- It operates two-way traffic on a pavement width of approximately 6.7 metres
- The daily two-way traffic volume is approximately 1,300 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are sidewalks located on both sides of the street

Parking is prohibited at all times on both sides of Lippincott Street, between Bloor Street West and Lennox Street. The surrounding land use on Lippincott Street consists of detached and semi-detached residential dwellings interspersed with small businesses, restaurants and religious uses.

Transportation Services staff conducted field observations on March 18, 2025, and on April 15, 2025, during the morning and afternoon periods. Staff observed minimal on-street parking taking place on this section of Lippincott Street during these times. However, staff did confirm that sightlines and two-way traffic flow would be negatively impacted if motorists parked in this area, potentially impacting traffic operations and safety for all road users.

Proposed Changes

Transportation Services recommends enhancing the current parking regulations on both sides of Lippincott Street, between Bloor Street West and Lennox Street. The existing no parking at anytime will generally be changed to no standing at anytime. Under the proposed regulation, operators can legally drop-off/pick-up passengers only. On-street parking and loading/unloading opportunities will be eliminated with this parking proposal.

To address the intersection concerns on Lippincott Street at Bloor Street West, Transportation Services recommends enhancing the no parking at anytime in this area to no stopping at anytime. Under the stopping prohibition, a vehicle is prohibited from stopping in that area for any reason at any time.

Lastly, Transportation Services determined that it is feasible to designate a Commercial Loading Zone on this section of Lippincott Street. Specifically, the Commercial Loading Zone will operate at all times on the west side of Lippincott Street, south of Bloor Street West. It should be noted that a Commercial Loading Zone is a public facility, which may be used by anyone for the purpose of and while actually engaged in loading or unloading of merchandise and no one has exclusive rights to the loading zone.

The proposed parking amendments on this section of Lippincott Street will improve safety for all road users, particularly vulnerable road users, by further deterring on-street parking. This will improve the intersection operations at Lippincott Street and Bloor Street West and enhance sightlines for all road users. In addition, the formal establishment of a Commercial Loading Zone on Lippincott Street will assist local businesses.

A map of the area and proposed parking amendments is included in Attachment 1.

The Ward Councillor has been advised of the recommendations of this staff report.

CONTACT

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SIGNATURE



for

Roger Browne, M.A.Sc., P. Eng.
Director, Traffic Management, Transportation Services

ATTACHMENTS

Attachment 1: Map - Parking Amendments - Lippincott Street

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