

Supplemental Report: Oakwood Village Streets Plan - Vaughan Road and Oakwood Village Safety Improvements

Date: June 23, 2026

To: City Council

From: General Manager, Transportation Services

Wards: 9 - Davenport, 12 - Toronto-St. Paul's

SUMMARY

As requested by Toronto and East York Community Council on May 28, 2026, in association with the Oakwood Village Streets Plan, and with support from the local Councillors, this supplemental report seeks City Council approval for several traffic operations changes and bylaw amendments, to improve safety along Vaughan Road between Dufferin Street and Wychwood Avenue, planned for implementation in coordination with roadwork in 2028, with detailed design to proceed starting in 2026 subject to Council approval.

Additionally, this report seeks City Council approval for safety improvements on neighbourhood streets south of Vaughan Road to be implemented in 2026, including Robina Avenue, Holland Park Avenue, Earlsdale Avenue, Hursting Avenue, Maplewood Avenue and Oakwood Avenue.

The proposed design includes the following safety improvements:

- Introduction of new pedestrian crossover at Vaughan Road and Glenora Avenue and curb extensions to minimize pedestrian crossing distances.
- Reduction of the speed limit on Vaughan Road west of Oakwood Avenue from the current 40km/hr to 30km/hr.
- A continuous westbound cycle track on Vaughan Road, including an upgrade of the existing bike lanes and adding cycle tracks in segments where there are gaps in the westbound cycling infrastructure today, and a short segment of northbound only cycle track on Oakwood Avenue between Earlsdale Avenue and Holland Park Avenue, with no changes to the number of vehicle lanes.
- New traffic control signals at Oakwood Avenue and Holland Park Avenue, and Vaughan Road and Wychwood Avenue, and compulsory stop controls and turn prohibitions associated with the above projects.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council authorize the installation of the following bikeway projects on:
 - a) Vaughan Road from Oakwood Avenue to Robina Avenue, uni-directional cycle track (westbound only);
 - b) Vaughan Road from Alameda Avenue to Winona Drive, uni-directional cycle track (westbound only);
 - c) Arlington Avenue from Maplewood Avenue to Hursting Avenue, contra-flow bike lane;
 - d) Earlsdale Avenue from Oakwood Avenue to Winona Drive, contra-flow bike lane;
 - e) Holland Park Avenue from Glenholme Avenue to Robina Avenue, contra-flow bike lane; and
 - f) Oakwood Avenue from Earlsdale Avenue to Holland Park Avenue, uni-directional cycle track (east side only).

2. City Council authorize the change in bikeway designation on:
 - a) Vaughan Road from Northcliffe Boulevard to Oakwood Avenue, bike lane to uni-directional cycle track;
 - b) Vaughan Road from Robina Avenue to Alameda Avenue, bike lane to uni-directional cycle track; and
 - c) Vaughan Road from Winona Drive to Wychwood Avenue, bike lane to uni-directional cycle track.

3. Subject to the approval of Recommendations 1c, 1d, 1e and 1f, City Council amend Chapter 903, Chapter 910, and Chapter 950, as described in Attachment 1 - Traffic and Parking Bylaws on Non-Delegated Roads.

4. Subject to the approval of Recommendations 1a, 1b, 2a, 2b, City Council authorize the installation of a new traffic control signal at Vaughan Road and Wychwood Avenue/Connaught Circle.

5. Subject to the approval of Recommendations 1e and 1f, City Council authorize the installation of a new traffic control signal at Oakwood Avenue and Holland Park Avenue.

6. Subject to the approval of Recommendations 1a, 1b, 2a, 2b, and 2c, City Council authorize the installation of a new pedestrian crossover at Vaughan Road and Glenora Avenue.

7. Subject to the approval of Recommendations 1c, 1d, 1e and 1f, City Council authorize compulsory stop control at the following directions and locations:
 - a. Eastbound bicycle traffic on Earlsdale Avenue at Winona Drive; and
 - b. Northbound bicycle traffic on Arlington Avenue at Hursting Avenue.

8. Subject to the approval of Recommendations 1c, 1d, 1e, 1f and 5, above, City Council designate Holland Park Avenue between Oakwood Avenue and a point 52 metres east, as one-way for eastbound traffic only.
9. Subject to the approval of Recommendations 1a, 1b, 2a, 2b, and 2c, City Council reduce the speed limit from 40 kilometres per hour to 30 kilometres per hour on Vaughan Road, between Oakwood Avenue and Dufferin Street.
10. Subject to the approval of Recommendations 1a, 1b, 2a, 2b, and 2c, City Council prohibit right-turns on a red signal at all times, bicycles excepted, westbound and southbound at Vaughan Road and Wychwood Avenue.
11. Subject to the approval of Recommendations 1a, 1b, 2a, 2b, and 2c, City Council prohibit eastbound left-turns, westbound left-turns, and northbound right-turns at all times at Vaughan Road and Oakwood Avenue.
12. City Council delegate, despite any City of Toronto By-law to the contrary, to the General Manager, Transportation Services, until December 31, 2029, for the purposes of implementing and then addressing operational and safety issues that may arise in relation to the projects identified in Recommendation 1a, 1b, 2a, 2b and 2c, the authority to implement changes and process and submit directly to Council any necessary bills for by-law amendments to the schedules to City of Toronto Code Chapters on the streets and within the parameters as identified in Attachment 2 to the report (June 17, 2026) from the General Manager, Transportation Services, and that such by-laws submitted be made permanent on December 31, 2029.

FINANCIAL IMPACT

The estimated cost to install and upgrade the Vision Zero Road Safety improvements recommended in this report is \$2,070,000. Funding is included for these capital projects, in various programs, in the 2026-2035 Capital Budget and Plan for Transportation Services. Because project scope, design development, and market pricing can change, delivery timelines and costs may also shift. Any resulting need for additional funding will be incorporated into future year budget submissions.

The east-west cycling connections on Oakwood Village neighborhood streets are anticipated to be completed by end of 2026 and will result in an estimated annual maintenance operating impact of \$6,400 for the following year. This amount will be included in the 2027 Operating Budget submission for Transportation Services. As additional infrastructure is completed in subsequent years, further operating impacts will be incorporated into future Operating Budget submissions. Once all planned infrastructure is fully implemented, anticipated over a multi-year period, the total annualized maintenance operating impact is estimated to be \$9,200, inclusive of the \$6,400 for projects anticipated to be completed by 2028 year-end.

The proposed reduction of approximately 18 on-street paid parking spaces, as part of the Vaughan Road and Oakwood Village Safety Improvements project, would decrease Toronto Parking Authority's (TPA) annual net revenue by an estimated \$10,400. All costs associated with the necessary signage changes will be assumed by Transportation Services. All costs associated with the removal of parking machines will be assumed by the Toronto Parking Authority.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial implications as contained in the Financial Impact Section.

DECISION HISTORY

Cycling Network Plan

On June 26, 2024, City Council adopted item IE14.3 titled "Cycling Network Plan Update (2025-2027)"; in doing so, supported the plan's mandate to renew existing cycling network routes, grow the cycling network in new parts of the City, connect the gaps in Toronto's existing cycling network. Item IE14.3 also directs Transportation Services to consider impacts to congestion and emergency services for each project, and to report projected impacts to travel lanes, parking and turn lanes through the appropriate quarterly implementation reports.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.IE14.3>

Oakwood Village Streets Plan

On May 28, 2026, Toronto and East York Community Council (TEYCC) adopted item TE33.53 titled "Oakwood Village Streets Plan – Non-Delegated Road Safety Improvements"; supporting the Oakwood Village Streets Plan, which directs Transportation Services to report directly to the June 24, 2026 meeting of City Council, to seek authority to implement traffic operation changes and by-law amendments to improve safety and enhance the streetscape for Vaughan Road between Dufferin Street and Wychwood Avenue and neighbourhood streets south of Vaughan road, including Robina Avenue, Holland Park Avenue, Earlsdale Avenue, Hursting Avenue, Maplewood Avenue and Oakwood Avenue.

<https://secure.toronto.ca/council/agenda-item.do?item=2026.TE33.53>

COMMENTS

Vaughan Road and Oakwood Village Safety Improvements (Ward 12)

In 2028, road resurfacing is planned on Vaughan Road between Oakwood Avenue and Winnett Avenue. Road work presents an opportunity to make safety improvements that will benefit all roadway users while achieving fiscal efficiency of bundling projects. Subject to Council approval, detailed design would proceed through 2026-2027 in advance of the planned roadwork.

The Vaughan Road and Oakwood Village Safety Improvements supports the Vision Zero Road Safety Plan, which targets eliminating traffic-related fatalities and serious injuries by making roads safer for everyone, with a focus on those most vulnerable.



Figure 1: Project Area for Vaughan Road and Oakwood Village Safety Improvements and East-West Connections

Vaughan Road Safety Improvements

Existing Conditions

Vaughan Road is classified as a collector road west of Oakwood Avenue and a minor arterial road east of Oakwood Avenue, carrying approximately 12,000 and 19,000 daily vehicles in the respective sections. Vaughan Road has one (1) lane of traffic in each direction and a posted speed limit of 40 km/h. Most blocks on Vaughan Road between Wychwood Avenue and Northcliffe Boulevard have existing 1.5-metre-wide westbound painted bike lanes. Between Winona Drive and Alameda Avenue and between Glenora Avenue and Oakwood Avenue, the bike lanes are discontinued. In the past 10 years, there have been 459 collisions on Vaughan Road between Dufferin Street and Wychwood Avenue, which resulted in five (5) people killed or seriously injured; two (2) were pedestrians.

The TTC operates the Vaughan 90 bus, stopping at nine (9) locations on Vaughan Road in each direction, with buses approximately 10 minutes apart.

Vaughan Road has 99 overnight permit spaces and 28 on-street paid parking spaces between Dufferin Street and Winona Drive. Permits in this section are valid only on Vaughan Road. Currently, 50 permits are issued, representing 51% of available spaces.

East of Arlington Avenue, Vaughan Road is in permit area 13F. There is no on-street paid parking there, and 13F permit holders may park anywhere in the area. Out of 632 spaces in 13F, 566 permits are issued, resulting in an 89% utilization.

The Vaughan Road and Oakwood Avenue intersection has significant accessibility and safety issues and presents an opportunity for public space improvements. The intersection lacks tactile walking surface indicators and audible pushbuttons, and the northbound right-turn channel makes traffic movement difficult to predict for people with low or no vision.

At the Vaughan Road and Oakwood Avenue intersection, the TTC bus shelter, hydro poles, and signal cabinet on the southeast corner create narrow and indirect walking paths, obstruct snow clearing, and reduce driver visibility. The intersection lacks crosswalk markings, northbound left-turn lane markings, and guidelines to help direct safe motor vehicle movements through the intersection. There is no safe crossing or waiting area for people cycling westbound, as the bike lanes end before the intersection, forcing people cycling to mix with heavy westbound right-turning traffic and TTC buses. The traffic island on the southeast corner is further limited by the right-turn channel. It has four trees in poor condition and offers little seating or greenery.

Recommended Design

Together with a planned state-of-good-repair major road resurfacing on Vaughan Road, proposed safety improvements along the corridor include:

- Corner radius reductions to improve pedestrian safety at thirteen (13) pedestrian crossings;
- Curb extensions and bioretention plantings at Glenora Avenue, Robina Avenue, Alameda Avenue, Cedric Avenue, Atlas Avenue, Winnett Avenue, and Arlington Avenue;
- Continuous westbound cycle track on Vaughan Road, from Wychwood Avenue to Dufferin Avenue;
- Reduced speed limit west of Oakwood Avenue from 40km/h to 30km/h and designate as a Community Safety Zone; and
- Adding a pedestrian crossover (PXO) at Glenora Avenue to accommodate high north-south pedestrian crossing demand.

On-Street Parking

Where on-street parking is currently provided on the north side of Vaughan Road, parking spaces would continue to be on the north side, but would be located between the westbound travel lane and the cycle track. Between Wychwood Avenue and Arlington Avenue, however, on-street parking would be moved to the south side of the street to maximize the number of parking spaces, make space available for the northside cycle track, and simplify access to and from the sidewalk for people parking.

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Between Winona Drive and Northcliffe Boulevard, the proposed safety improvements would result in the reduction of 12 on-street permit parking spaces of the existing 99 spaces. This would result in a 57% permit parking utilization (up from the current 51%). Of the existing 99 spaces, 28 also currently allow on-street paid parking. Six (6) of these would be removed, maintaining 22 on-street paid parking spaces.

Between Wychwood Avenue and Arlington Avenue, a total five (5) permit parking spaces would be reduced on Vaughan Road. These are in the 13F Permit Parking Area, which would be reduced to 561 available spaces. With 632 permits issued in the 13F Permit Parking Area, utilization for the area would increase from 89% to 90%.

At the Oakwood Avenue and Vaughan Road intersection, the following safety improvements and streetscape enhancements are proposed to be added, as shown on Figure 2:

- Turn restrictions for the eastbound left-turn, westbound left-turn, and northbound right-turn movements;
- Closure of the northbound right-turn channel from Oakwood Avenue to Vaughan Road, to create a pedestrian plaza;
- Relocating the southbound Route 63 bus stop on Oakwood Avenue from the far-side of the intersection to a near-side stop north of Vaughan Road, as recommended by TTC;
- Adding curb extensions and realigning crosswalks at all corners to slow right-turn manoeuvres;
- Addition of a protected corner on the northeast corner of the intersection to support safe cycling crossing;
- Four (4) trees removed and at least five (5) new trees planted with improved growing conditions;
- New seating, public art, and greening elements, as shown in Figure 3; and
- Reconfigured sidewalk, TTC bus shelter, and signage for a more direct and intuitive pedestrian area.

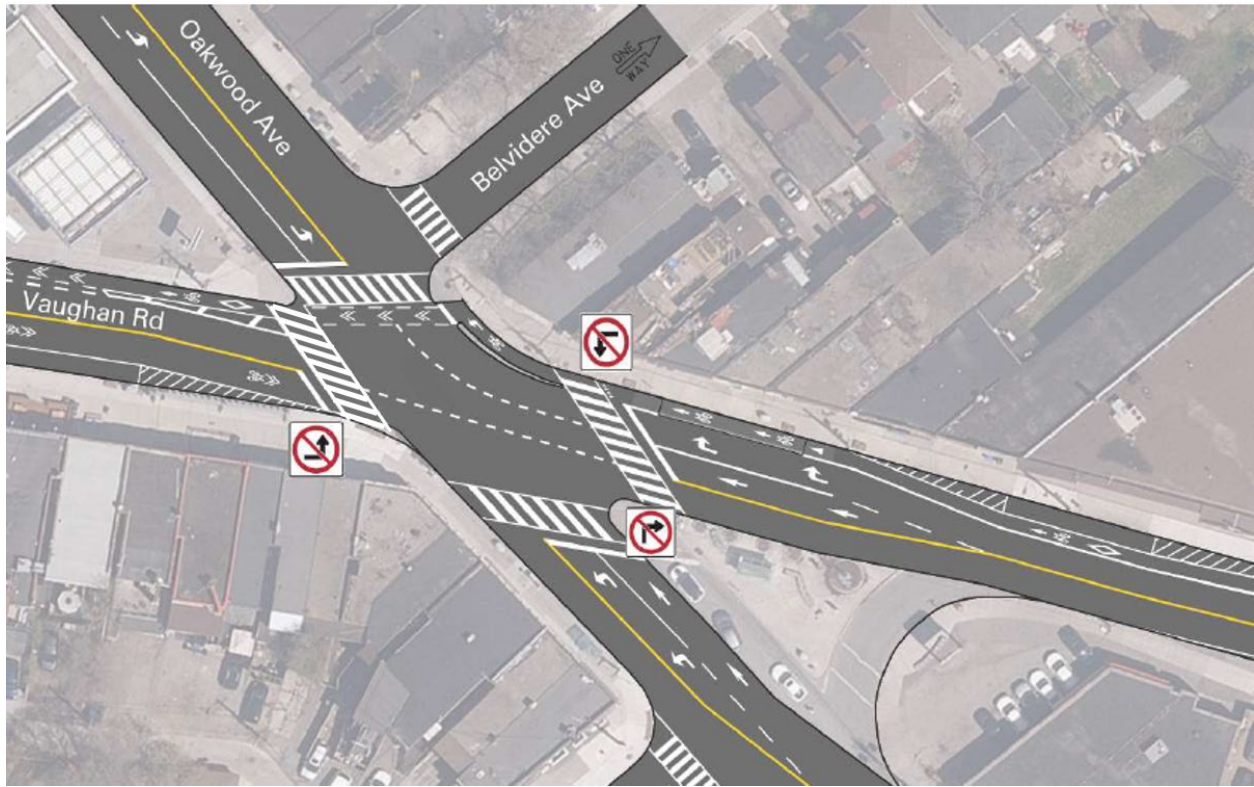


Figure 2: Recommended Design for Oakwood Avenue and Vaughan Road

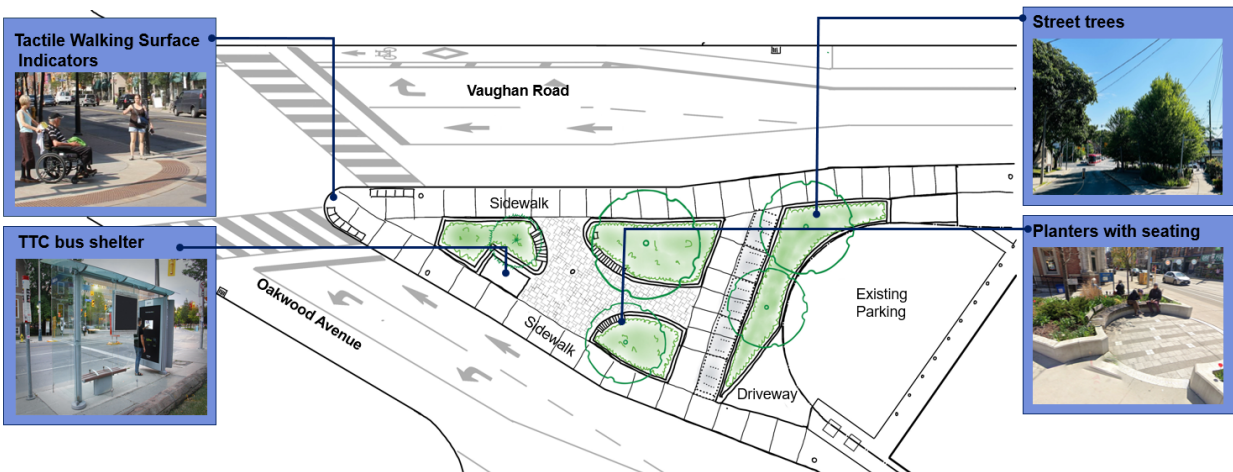


Figure 3: Preliminary Concepts for Public Space Enhancement at the Vaughan Road and Oakwood Avenue Intersection

Oakwood Village Safety Improvements

To accommodate safer neighbourhood streets for people walking and cycling, several neighbourhood streets are proposed to be enhanced to provide improved pedestrian crossing opportunities and introduce cycling routes through neighbourhood streets since the Vaughan Road cycle track provides protected infrastructure in the westbound direction only.

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Shared routes comprised of sharrow pavement markings for wayfinding (with no change to motor vehicle movements or parking conditions) are recommended on:

- Robina Avenue from Vaughan Road to Holland Park Avenue;
- Holland Park Avenue from Robina Avenue to Winona Drive;
- Hursting Avenue from Winona Drive to Arlington Avenue; and
- Maplewood Avenue between Arlington Avenue and Wychwood Avenue.

Contra-flow bike lanes are recommended to improve safety and connectivity on the following one-way street segments:

- Holland Park Avenue from Glenholme Avenue to Robina Avenue;
- Earlsdale Avenue from Oakwood Avenue to Winona Drive; and
- Arlington Avenue between Maplewood Avenue and Hursting Avenue.

On Arlington Avenue between Maplewood Avenue and Hursting Avenue, a short 70 metre segment of contra-flow bike lane is recommended to support the east-west cycling connections between Wychwood Avenue and Winona Avenue. There would be no change to the number of parking spots in this segment but permit parking would become fixed on the east side, rather than switching sides monthly. The parking would be located against the east curb, between the sidewalk and the contra-flow bike lane, as shown in Figure 4.

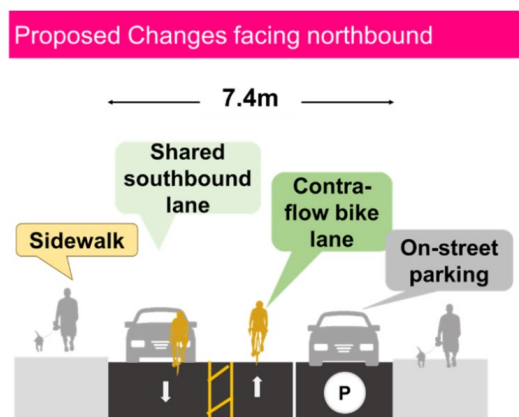


Figure 4: Cross Section of the Contra-flow Bikeway on Arlington Avenue Between Maplewood Avenue and Hursting Avenue

An approximately 100-metre parking-protected cycle track is recommended on the east side of Oakwood Avenue, to improve separation for vulnerable road users between Earlsdale Avenue and Holland Park Avenue.

Two (2) new compulsory stop controls are recommended, associated with the proposed contra-flow bike lanes, including at Earlsdale Avenue and Winona Drive, and at Arlington Avenue and Hursting Avenue.

The project includes the recommended conversion of Holland Park Avenue between Oakwood Avenue and a point 50 metres east, from two-way to one-way eastbound for

motor vehicles. This small segment of one-way conversion would maintain eastbound entry and egress for motor vehicle access to the Green P lot on Holland Park Avenue, while accommodating westbound cycling. This would extend the existing one-way westbound segment of Holland Park Avenue between Robina Avenue and the Green P parking lot 50 metres further west to Oakwood Avenue, as shown below in Figure 5.

Introduction of a traffic control signal at the Oakwood Avenue and Holland Park Avenue intersection is proposed to increase pedestrian safety and access to and from key destinations, including the Oakwood Village Library and retail. The traffic signal timing would be coordinated with other signals on Oakwood Avenue. No vehicle travel time changes are anticipated with the addition of the recommended signal.



Figure 5: Map of Recommended New Traffic Signal at Oakwood Avenue and Holland Park Avenue and Proposed Changes to Cycling Routes

The removal of on-street parking near the Oakwood Avenue and Holland Park intersection is required to install the traffic signal. It is consistent with the standard 30.5 metre parking setback from signalized intersections, to ensure safe sight lines. On Oakwood Avenue between Holland Park Avenue and Earlsdale Avenue, there are currently 19 on-street paid parking spaces, which would be reduced to 10 (ten) spaces. Three (3) on-street paid parking spaces on Holland Park Avenue east of Oakwood Avenue and two (2) permit parking spaces west of Oakwood Avenue would also be removed. The permit parking on Holland Park Avenue west of Oakwood Avenue would become fixed on the south side, rather than alternating on north and south sides. The south side offers 22 parking spots, whereas the north side offers 16.

Consultation

Public and interest group consultation for the Vaughan Road and Wychwood Avenue Safety Improvements Project took place from September to December 2025. Consultation for Oakwood Village Streets Plan and Cycling Connections spanned two phases, between February 2024 to October 2025.

Consultation activities included individual interest group meetings with local property managers, the Oakwood Village BIA, and other community groups; site visits with local businesses; a public drop-in event on November 13, 2025 public event; an online feedback survey; and tracking of comments and questions received by phone and email. Over 45 people attended the in-person drop-in event, and 378 survey responses were received. Over 100 people provided comments by mail, phone, and email.

Communications to inform the public and interest groups about the project and opportunities to participate in consultation included a project web page, targeted emails to area interest groups, 1,720 flyers distributed by Canada Post throughout the project area, social media posts, and installation of outdoor promotional signage.

Overall, there were mixed levels of support expressed for the project. In the survey, over half of respondents agree that the proposed changes would improve safety and comfort for all road users.

On Vaughan Road, feedback generally identified top priorities being:

- Desire to see more safety measures, including improvements to slow speeding and vehicle turning movements and pedestrian crossing safety improvements at intersections;
- Safer bikeways on both sides of the road, specifically a cycle track on the south side of the street, instead of the proposed shared eastbound lane; and
- Ensuring that traffic flow is maintained on Vaughan Road.

In response to proposed changes at the intersection of Vaughan Road and Oakwood Avenue, feedback from local interest groups requested the City to:

- Ensure the redesign of the intersection is safer and more accessible for pedestrians;
- Ensure the redesigned intersection island includes more planting and trees; and
- Ensure the redesigned intersection island functions effectively as gathering space for community activities, including events hosted by the local BIA; includes new amenities such as access to water and electricity; and locating a Bike Share station elsewhere in the neighbourhood, to maximize public space for other functions in the new plaza.

A parallel consultation process for the Oakwood Village Streets Plan spanned two phases, between February 2024 to October 2025 which provided safety improvements recommended in the TEYCC report as well as informing recommendations included here. Overall, public and interest group consultation participants expressed support for the proposed measures. Many participants expressed the desire to see further road safety measures implemented.

Feedback on changes to street directions was mixed, with concerns raised about more circuitous access for residents and the possibility of increased traffic on neighbouring streets. Support for turn restrictions at the intersection of Oakwood Avenue and Vaughan Road was similarly mixed, recognizing the trade-off between limiting through-trips and providing for local access.

In Phase 1 of the consultation process, participants identified the need for an additional crossing of Oakwood Avenue. A new crossing could serve both pedestrians and people cycling, which made Holland Park Avenue an ideal candidate for an east-west neighbourhood cycling connection. In Phase 2, 58% of survey respondents were supportive of this location for the signal, and 60% of survey respondents were supportive of the proposed east-west cycling routes making use of this crossing. Some concerns were raised about the potential for closely spaced traffic signals to slow traffic flow on Oakwood Avenue and lead to more vehicles diverting onto side streets; a reduction of on-street parking negatively affecting local businesses, and concerns that introducing a short one-way section on Holland Park Avenue could pose safety risks, if people driving ignore signage.

Additional outcomes of the Oakwood Village Streets Plan identified a desire for an additional pedestrian crossover at Vaughan Road and Glenora Avenue, which is recommended as a part of this report.

A desire for additional crossing enhancements was expressed for Vaughan Road at Arlington Avenue and at Atlas Avenue. In response, curb extensions are proposed at both intersections to minimize crossing distances. Further crossing improvements of Vaughan Road will continue to be assessed for feasibility.

Through the Vaughan Road consultations, a north-south bikeway was also proposed on Wychwood Avenue, from St. Clair Avenue to Vaughan Road. Based on feedback received in the fall of 2025, and additional community consultation conducted in March 2026, the Wychwood Avenue proposal is recommended to be reviewed further and considered as a future bikeway and road safety project along with the section of Wychwood Avenue south of St. Clair Avenue. Future proposals will include further consultation and be subject to Council approval.

More information about the Oakwood Village Streets Plan can be found at toronto.ca/OakwoodVillageStreets. More information about the Vaughan and Wychwood Safety Improvements Project can be found at toronto.ca/vaughanwychwood.

The Ward Councillors have been engaged in the consultation process and are supportive of the changes recommended in this report.

CONTACT

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ATTACHMENTS

Attachment 1: Traffic and Parking Bylaws on Non-Delegated Roads
Attachment 2: Streamlined Reporting Process for By-law Amendments

ATTACHMENT 1: TRAFFIC AND PARKING BYLAWS ON NON-DELEGATED ROADS

TO BE RESCINDED

Chapter 910 – Schedule I - Parking Machines

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee/Time Limit	Maximum Parking Period
Holland Park Avenue	South	A point 11 metres east of Oakwood Avenue and a point 16 metres further east	8:00 a.m. to 6:00 p.m. Mon. to Sat.	\$1.50 for 1 hour	3 hours

Chapter 925 – Schedule A - Permit Parking

Highway	Side	Location	Period	Time
Earlsdale Avenue	Odd	Oakwood Avenue to Winona Drive	All times, except no parking from 7:00 p.m. 1st day to 7:00 p.m. on the 16th day of each month, inclusive, Apr. 1 to Dec. 1, inclusive and no parking anytime from 7:00 p.m. Dec.1 of one year to 7:00 p.m. Apr. 1 of the next following year, inclusive	12:00 a.m. to 6:00 a.m.
Earlsdale Avenue	Even	Oakwood Avenue to Winona Drive	All times, except no parking from 7:00 p.m. on the 16th day of each month to 7:00 p.m. on the 1st day of each month, inclusive, Apr. 1 to Dec. 1, inclusive	12:00 a.m. to 6:00 a.m.
Holland Park Avenue	Even	Lauder Avenue to Oakwood Avenue	All times, except no parking from 7:00 p.m. on the 1st day to 7:00 p.m. on the 16th day of each month, inclusive, from Apr. 1 to Dec. 1, inclusive, and no parking anytime from 7:00 p.m. on Dec. 1 of	12:00 a.m. to 6:00 a.m.

			one year to 7:00 p.m. on Apr. 1 of the next following year, inclusive	
Holland Park Avenue	Odd	Lauder Avenue to Oakwood Avenue	All times, except no parking from 7:00 p.m. on the 16th day of each month to 7:00 p.m. on the 1st day of each month, inclusive, from Apr. 1 to Dec. 1, inclusive	12:00 a.m. to 6:00 a.m.
Arlington Avenue	Odd	From a point 37.5 metres north of St. Clair Avenue West to Vaughan Road	All times, except no parking anytime from Dec. 1 of one year to Mar 31 of the next following year, inclusive and from the 16th day of each month to the last day of each month from Apr. 1 to Nov. 30, inclusive	12:00 midnight to 6:00 a.m.
Arlington Avenue	Even	From a point 37.5 metres north of St. Clair Avenue West to Vaughan Road	All times, except no parking anytime from the 1st day of each month to 15th day of each month from Apr. 1 to Nov. 30, inclusive	12:00 midnight to 6:00 a.m.

Chapter 950 – Schedule XIII - No Parking

Highway	Side	Between	Prohibited Times and/or Days
Earlsdale Avenue	North	A point 28 metres west of Oakwood Avenue and Roseneath Gardens	From the 16th day of each month to the last day of each month from Apr. 1 to Nov. 30, inclusive
Earlsdale Avenue	South	A point 31 metres east of Oakwood Avenue and Winona Drive	From Dec. 1 of one year to Mar. 31 of the next following year, inclusive, and from the 1st day to the 15th day of each month from Apr. 1 to Nov. 30, inclusive
Earlsdale Avenue	South	Oakwood Avenue and a point 31 metres east	Anytime

Holland Park Avenue	North	Lauder Avenue and Oakwood Avenue	From the 1st day of each month to the 15th day of each month, Apr. 1 to Nov. 30, inclusive
Holland Park Avenue	South	Lauder Avenue and Oakwood Avenue	From the 16th day of each month to the last day of each month, Apr. 1 to Nov. 30, inclusive
Holland Park Avenue	North	Lauder Avenue and Oakwood Avenue	Anytime, Dec. 1 to Mar. 31, inclusive
Holland Park Avenue	North	Oakwood Avenue and Winona Drive	Anytime
Holland Park Avenue	South	Oakwood Avenue and a point 11 metres east	Anytime
Holland Park Avenue	South	A point 27 metres east of Oakwood Avenue and a point 24 metres further east	Anytime
Arlington Avenue	West	A point 37.5 metres north of St. Clair Avenue West and Vaughan Road	From the 1st day of each month to the 15th day of each month from Apr. 1 to Nov. 30, inclusive
Arlington Avenue	East	A point 37.5 metres north of St. Clair Avenue West and Vaughan Road	Anytime from Dec. 1 of one year to Mar. 31 of the next following year, inclusive, and from the 16th day of each month to the last day of each month from Apr. 1 to Nov. 30, inclusive

Chapter 950 - Schedule XV - Parking for Restricted Periods

Highway	Side	Between	Times and/or Days	Maximum Period Permitted
Arlington Avenue	East	A point 37.5 metres north of St. Clair Avenue West and Hursting Avenue	8:00 a.m. to 7:00 p.m., from the 1st day of each month to the 15th day of each month from Apr. 1 to Nov. 30, inclusive	1 hour
Arlington Avenue	West	A point 37.5 metres north of St. Clair Avenue West and Hursting Avenue	8:00 a.m. to 7:00 p.m., from Dec. 1 of one year to Mar. 31 of the next following year, inclusive and from the 16th day of each month to the last day of each	1 hour

			month from Apr. 1 to Nov. 30, inclusive	
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Chapter 950 - Schedule XVIII - One-Way Highways

Highway	Between	Times and/or Days	Direction
Earlsdale Avenue	Winona Drive and Oakwood Avenue (north intersection)	Anytime	Westbound
Holland Park Avenue	Glenholme Avenue and Oakwood Avenue	Anytime	Westbound
Holland Park Avenue	A point 52 metres east of Oakwood Avenue and Winona Drive	Anytime	Eastbound
Arlington Avenue	Durham Avenue and a point 53.2 metres north of St. Clair Avenue West	Anytime	Southbound

TO BE ENACTED

Chapter 886 – Schedule D - Designated Lanes for Bicycles

Highway	Between	Lanes	Times or Days
Earlsdale Avenue	Winona Drive (south intersection) and Oakwood Avenue (north intersection)	Southerly bicycle lane adjacent to southerly westbound curb lane used for parking	Anytime
Holland Park Avenue	Glenholme Avenue and Oakwood Avenue	Southerly eastbound bicycle lane adjacent to southerly westbound curb lane used for parking	Anytime
Holland Park Avenue	Oakwood Avenue and Robina Avenue	Northerly westbound curb lane	Anytime
Arlington Avenue	Hursting Avenue and Maplewood Avenue	Easterly northbound bicycle lane adjacent to easterly southbound curb lane used for parking	Anytime

Chapter 886 – Schedule E – Cycle Tracks

Highway	Between	Lanes	Times or Days
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Oakwood Avenue	Earlsdale Avenue (north intersection) and Holland Park Avenue	Easterly northbound curb lane adjacent to curb	Anytime
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Chapter 925 – Schedule A - Permit Parking

Highway	Side	Location	Period	Time
Earlsdale Avenue	Odd	From Oakwood Avenue to Winona Drive	All times	12:00 a.m. to 6:00 a.m.
Holland Park Avenue	Even	From Lauder Avenue to Glenholme Avenue	All times, except no parking from 7:00 p.m. on the 1st day to 7:00 p.m. on the 16th day of each month, inclusive, from Apr. 1 to Dec. 1, inclusive, and no parking anytime from 7:00 p.m. on Dec. 1 of one year to 7:00 p.m. on Apr. 1 of the next following year, inclusive	12:00 a.m. to 6:00 a.m.
Holland Park Avenue	Odd	From Lauder Avenue to Glenholme Avenue	All times, except no parking from 7:00 p.m. on the 16th day of each month to 7:00 p.m. on the 1st day of each month, inclusive, from Apr. 1 to Dec. 1, inclusive	12:00 a.m. to 6:00 a.m.
Holland Park Avenue	Odd	From Glenholme Avenue to Oakwood Avenue	All times	12:00 a.m. to 6:00 a.m.
Arlington Avenue	Odd	From Hursting Avenue to Maplewood Avenue	All times	12:00 a.m. to 6:00 a.m.
Arlington Avenue	Odd	From Hursting Avenue to Vaughan Road	All times, except no parking anytime from Dec. 1 of one year to Mar 31 of the next following year, inclusive and from the 16th day of each month to the last day of each	12:00 a.m. to 6:00 a.m.

			month from Apr. 1 to Nov. 30, inclusive	
Arlington Avenue	Odd	From a point 37.5 metres north of St. Clair Avenue West to Maplewood Avenue	All times, except no parking anytime from Dec. 1 of one year to Mar 31 of the next following year, inclusive and from the 16th day of each month to the last day of each month from Apr. 1 to Nov. 30, inclusive	12:00 a.m. to 6:00 a.m.
Arlington Avenue	Even	From Hursting Avenue to Vaughan Road	All times, except no parking anytime from the 1st day of each month to 15th day of each month from Apr. 1 to Nov. 30, inclusive	12:00 a.m. to 6:00 a.m.
Arlington Avenue	Even	From a point 37.5 metres north of St. Clair Avenue West to Maplewood Avenue	All times, except no parking anytime from the 1st day of each month to 15th day of each month from Apr. 1 to Nov. 30, inclusive	12:00 a.m. to 6:00 a.m.

Chapter 950 – Schedule XIII - No Parking

Highway	Side	Between	Prohibited Times and/or Days
Earlsdale Avenue	North	A point 28 metres west of Oakwood Avenue and Oakwood Avenue <u>and a point 28 metres west</u>	From the 16th day of each month to the last day of each month from Apr. 1 to Nov. 30, inclusive
Earlsdale Avenue	North	Roseneath Gardens and Oakwood Avenue	Anytime
Earlsdale Avenue	South	Oakwood Avenue and a point 43 metres east	Anytime
Holland Park Avenue	North	Lauder Avenue and Glenholme Avenue	Anytime, Dec. 1 to Mar. 31, inclusive
Holland Park Avenue	North	Glenholme Avenue and Oakwood Avenue	Anytime
Holland Park Avenue	North	Lauder Avenue and Glenholme Avenue	From the 1st day of each month to the 15th day of each month, Apr. 1 to Nov. 30, inclusive
Holland Park Avenue	South	Lauder Avenue and Glenholme Avenue	From the 16th day of each month to the last day of each month, Apr. 1 to Nov. 30, inclusive
Holland Park Avenue	South	Oakwood Avenue and Robina Avenue	Anytime
Holland Park Avenue	North	Robina Avenue and Winona Drive	Anytime
Oakwood Avenue	East	A point 15 metres south of Holland Park Avenue and a point 15.5 metres further south	Anytime
Arlington Avenue	West	A point 37.5 metres north of St. Clair Avenue West and Maplewood Avenue	From the 1st day of each month to the 15th day of each month from Apr. 1 to Nov. 30, inclusive
Arlington Avenue	West	Hursting Avenue and Vaughan Road	From the 1st day of each month to the 15th day of each month from Apr. 1 to Nov. 30, inclusive
Arlington Avenue	West	Hursting Avenue and Maplewood Avenue	Anytime
Arlington Avenue	East	A point 37.5 metres north of St. Clair Avenue West and Maplewood Avenue	Anytime from Dec. 1 of one year to Mar. 31 of the next following year, inclusive, and from the 16th day of each month to the last day of each month from Apr. 1 to Nov. 30, inclusive

Arlington Avenue	East	Hursting Avenue and Vaughan Road	Anytime from Dec. 1 of one year to Mar. 31 of the next following year, inclusive, and from the 16th day of each month to the last day of each month from Apr. 1 to Nov. 30, inclusive
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Chapter 950 – Schedule XIV - No Stopping

Highway	Side	Between	Prohibited Times and/or Days
Holland Park Avenue	North	Oakwood Avenue and Robina Avenue	Anytime
Oakwood Avenue	East	Holland Park Avenue and a point 15 metres further south	Anytime

Chapter 950 - Schedule XV - Parking for Restricted Periods

Highway	Side	Between	Times and/or Days	Maximum Period Permitted
Arlington Avenue	East	A point 37.5 metres north of St. Clair Avenue West and Maplewood Avenue	8:00 a.m. to 7:00 p.m., from the 1st day of each month to the 15th day of each month from Apr. 1 to Nov. 30, inclusive	1 hour
Arlington Avenue	East	Hursting Avenue and Maplewood Avenue	8:00 a.m. to 7:00 p.m.	1 hour
Arlington Avenue	West	A point 37.5 metres north of St. Clair Avenue West and Maplewood Avenue	8:00 a.m. to 7:00 p.m., from Dec. 1 of one year to Mar. 31 of the next following year, inclusive and from the 16th day of each month to the last day of each month from Apr. 1 to Nov. 30, inclusive	1 hour

Chapter 950 - Schedule XVIII - One-Way Highways

Highway	Between	Times and/or Days	Direction
Arlington Avenue	Maplewood Avenue and a point 53.2 metres north of St. Clair Avenue West	Anytime	Southbound

Arlington Avenue	Durham Avenue and Hursting Avenue	Anytime	Southbound
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Chapter 950 - Schedule XIX - One-Way Traffic Lanes

Highway	Between	Lanes	Times and/or Days	Direction
Earlsdale Avenue	Winona Drive (south intersection) and Oakwood Avenue (north intersection)	Northerly curb lane used for through traffic	Anytime	Westbound
Earlsdale Avenue	Winona Drive (south intersection) and Oakwood Avenue (north intersection)	Southerly bicycle lane adjacent to southerly westbound curb lane used for parking	Anytime	Eastbound (bicycles only)
Earlsdale Avenue	Winona Drive (south intersection) and Oakwood Avenue (north intersection)	Southerly curb lane used for parking	Anytime	Westbound
Holland Park Avenue	Glenholme Avenue and Oakwood Avenue	Northerly curb lane used for through traffic	Anytime	Westbound
Holland Park Avenue	Glenholme Avenue and Oakwood Avenue	Southerly curb lane used for parking	Anytime	Westbound
Holland Park Avenue	Glenholme Avenue and Oakwood Avenue	Southerly bicycle lane adjacent to southerly westbound curb lane used for parking	Anytime	Eastbound (bicycles only)
Holland Park Avenue	Oakwood Avenue and Robina Avenue	Northerly curb lane	Anytime	Westbound (bicycles only)
Holland Park Avenue	Oakwood Avenue and Robina Avenue	Southerly curb lane	Anytime	Eastbound
Arlington Avenue	Hursting Avenue and Maplewood Avenue	Westerly curb lane used for through traffic	Anytime	Southbound
Arlington Avenue	Hursting Avenue and Maplewood Avenue	Easterly curb lane used for parking	Anytime	Southbound
Arlington Avenue	Hursting Avenue and Maplewood Avenue	Easterly bicycle lane adjacent to easterly southbound	Anytime	Northbound (bicycles only)

		curb lane used for parking		
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Chapter 950 - Schedule XXVII – Compulsory Stops

Intersection	Stop Street or Highway
Earlsdale Avenue and Winona Drive (south intersection)	Earlsdale Avenue (eastbound bicycle traffic)
Arlington Avenue and Hursting Avenue	Arlington Avenue (northbound bicycle traffic)

Chapter 950 - Schedule XXXIX - Traffic Control Signals

Intersection/Location
Oakwood Avenue and Holland Park Avenue
Wychwood Avenue and Vaughan Road

ATTACHMENT 2: STREAMLINED REPORTING PROCESS FOR BY-LAW AMENDMENTS

List of Traffic and Parking By-Laws Proposed for Delegation

Chapter 886 – Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks

- Schedule D, Designated Lanes for Bicycles
- Schedule E, Cycle Tracks

Chapter 903 - Parking for Persons with Disabilities

- Schedule II, Designated On-Street Parking for Permit Holders
- Schedule III, Designated On-Street Loading Zones for Permit Holders

Chapter 910 - Parking Machines, Parking Meters and Mobile Only Zones

- Schedule I, Parking Machines
- Schedule II, Parking Machine Locations Designated as Electric Vehicle Charging Stations
- Schedule III, Parking Meters
- Schedule IV, Parking Machine Locations Designated as Motorcycle Parking Zones
- Schedule V, Mobile Only Zones

Chapter 925 – Permit Parking

Schedule A, Permit Parking

Chapter 950 -Traffic and Parking

- Schedule V, Stands for Taxicabs
- Schedule VI, Commercial Loading Zones
- Schedule VII, Passenger Loading Zones
- Schedule VIII, Bus Parking Zones
- Schedule IX, Delivery Vehicle Parking Zones
- Schedule X, Bus Loading Zones
- Schedule XIII, No Parking
- Schedule XIV, No Stopping
- Schedule XV, Parking for Restricted Periods
- Schedule XVI, No Standing
- Schedule XIX, One-way Traffic Lanes
- Schedule XXII, Reserved Lanes for Designated Classes of Vehicles
- Schedule XXIII, Prohibited Turns
- Schedule XXIV, Compulsory turns
- Schedule XXV, Entry Prohibited
- Schedule XXXVII, School Bus Loading Zones
- Schedule XXXVIII, Pedestrian Crossovers
- Schedule XXXIX: Traffic Control Signals
- Schedule XLIV, Electric Vehicle Charging Station Parking

List of Streets and Street Segments Proposed For Delegation

Street Name	From	To
Vaughan Road	Northcliffe Boulevard	Wychwood Avenue