

## **Parking Amendments - Erskine Avenue at Redpath Avenue**

**Date:** April 28, 2026

**To:** North York Community Council

**From:** Deputy General Manager, Transportation Services

**Wards:** Ward 15 - Don Valley West

### **SUMMARY**

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This report is about parking regulations for which Community Council has delegated authority from City Council to make a final decision.

Transportation Services recommends that parking be prohibited at all times on the south side of Erskine Avenue, to support proposed geometric safety improvements and maintain vehicle maneuverability at the Erskine Avenue and Redpath Avenue intersection.

The proposed changes align with the City's Midtown Infrastructure Implementation Strategy, City's Vision Zero Road Safety Plan and are planned to be constructed as part of the planned resurfacing of Erskine Avenue in 2026.

### **RECOMMENDATIONS**

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The Acting Deputy General Manager, Transportation Services recommends that:

1. North York Community Council prohibit parking at all times on the south side of Erskine Avenue, between Redpath Avenue and a point 49.5 metres east.
2. North York Community Council prohibit parking at all times on the south side of Erskine Avenue, between Redpath Avenue and a point 21 metres west.

### **FINANCIAL IMPACT**

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The signage costs associated with the proposed amendments are approximately \$1500. Funding is available within the Transportation Services 2026 Capital Budget.

## DECISION HISTORY

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At its meeting of June 15, 2022, City Council adopted the Midtown Infrastructure Implementation Strategy-Final Report. The City Council decision can be found at: [Agenda Item History - IE30.7 - Midtown Infrastructure Implementation Strategy - Final Report](#).

## COMMENTS

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### Background

In July 2018, City Council directed staff to prepare an inter-divisional [Midtown Infrastructure Implementation Strategy](#) to address the phasing and coordination of improvements to community facilities, parks, the public realm, local transportation, sewers and watermains in the area over the next 5, 10 and 30 years. The Strategy was developed through an inter-divisional working group led by City Planning and was adopted by Council in June 2022.

City Planning made recommendations in the [Midtown Infrastructure Implementation Strategy](#) and the [Midtown in Focus](#) study to add geometric safety improvements to the intersection at Erskine Avenue and Redpath Avenue, that are bundled with the road resurfacing projects on both Erskine Avenue and Redpath Avenue, planned for 2026 delivery.

### Existing Conditions

Erskine Avenue at Redpath Avenue is characterized by the following conditions:

- It is a two-lane, east-west residential collector roadway.
- Parking is prohibited at all times on the north side of Erskine Avenue, from 171 metres east of Yonge Street and a point 91.4 metres east of Mount Pleasant Road.
- As per Chapter 950 of the Municipal Code, 'Traffic and Parking', Article IV, 'Parking, Stopping, Standing', parking is prohibited at all times on the south side of Erskine Avenue from approximately 15 metres west of Redpath Avenue to Redpath Avenue and from Redpath Avenue to a point approximately 9 metres east of Redpath Avenue.
- It operates two-way traffic on a pavement width of approximately 8.6 metres.
- The daily two-way traffic volume is approximately 2300 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.
- Redpath Avenue terminates at Erskine Avenue.
- Redpath Avenue Parkette is adjacent to the north side of Erskine Avenue.
- Residential condominiums and apartments abut on the south side of Erskine Avenue east and west of Redpath Avenue.

- Erskine Avenue at Redpath Avenue is an all-way stop-controlled intersection.

## **Proposed Changes**

The scope of work at the Erskine Avenue and Redpath Avenue intersection includes a curb extension on the north side of Erskine Avenue along the frontage of the Redpath Avenue Parkette, incorporating green infrastructure and streetscape improvements along the frontage of the Redpath Avenue Parkette.

These changes will increase safety by reducing vehicle turning speeds, reducing exposure for people walking, significantly improving sightlines between all road users, reducing the likelihood and severity of collisions between users.

To support the layout of the planned intersection realignment, parking by-law amendments are required to ensure the intersection remains unobstructed, facilitates vehicle maneuverability for two-way traffic in the narrowed roadway and ensures visibility for all people crossing the intersection.

There are no permit parking spaces impacted by the proposed parking prohibitions on Erskine Avenue. The proposed parking prohibitions will reduce the capacity of on-street non-permit parking by 5 to 6 parking spaces, on the south side of Erskine Avenue at Redpath Avenue intersection. However, the overall parking capacity along Erskine Avenue is not constrained, due to the availability of on-street non-permit parking on the south side of Erskine Avenue east and west of the proposed parking prohibitions and the high-rise residential properties in the neighbourhood that consist of above ground and below ground parking for residents and visitors.

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

The Ward Councillor has been advised of the recommendation(s) of this staff report.

## **CONTACT**

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## **SIGNATURE**

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Gregg Loane  
Deputy General Manager (A)  
Transportation Services

## **ATTACHMENTS**

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Attachment 1: Map - Parking Amendments-Erskine Avenue at Redpath Avenue

Attachment 2: Map - Parking Amendments-Erskine Avenue at Redpath Avenue

