

Date: April 1, 2026

To: Toronto and East York Community Council

From: Mike Barnet, Director, Enforcement and Street Management

Re: Price Street - Parking Amendments (Ward 11, University-Rosedale)

Transportation Services has been requested by the Ward 11 Councillor to provide recommended wording for recommendations they plan to present to the April 1, 2026 meeting of Toronto and East York Community Council. Staff request that this memorandum accompany the member's submission.

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

Summary

- Staff **support the draft recommendations provided below**
- Staff **do not support the draft recommendations provided below**
- Staff **do not have sufficient data and/or time to determine if the draft recommendations provided below can be supported by staff, at this time.**

Draft Recommendations

- 1. Toronto and East York Community Council rescind the existing stopping prohibition in effect at all times on the south side of Price Street, between Yonge Street and 82 metres further east.*
- 2. Toronto and East York Community Council rescind the existing parking prohibition in effect at all times on the south side of Price Street, between a point 82 metres east of Yonge Street and the east end of Price Street.*
- 3. Toronto and East York Community Council rescind the existing parking machine regulation on the north side of Price Street, between a point 36 metres east of Yonge Street and the east end of Price Street, in effect from 8:00 a.m. to 9:00 p.m., Monday to Saturday, and from 1:00 p.m. to 9:00 p.m., Sunday, at a rate of \$4.50 per hour and for a maximum period of three hours.*
- 4. Toronto and East York Community Council authorize the installation of parking machine regulation on the north side of Price Street, between a point 36 metres east of Yonge Street and Scrivener Square, in effect from 8:00 a.m. to 9:00 p.m., Monday to*

Saturday, and from 1:00 p.m. to 9:00 p.m., Sunday, at a rate of \$4.50 per hour and for a maximum period of three hours.

5. Toronto and East York Community Council prohibit stopping all times on the south side of Price Street, between Yonge Street and east end of Price Street.

6. Toronto and East York Community Council prohibit parking at all times on the north side of Price Street, between Scrivener Square and a point 30.5 metres east.

7. Toronto and East York Community Council designate a commercial loading zone to be in effect at all times on the north side of Price Street, between a point 30.5 metres east of Scrivener Square and a point 22 metres further east.

8. Toronto and East York Community Council prohibit stopping at all times on the north side of Price Street, between a point 52.5 metres east of Scrivener Square and east end of Price Street.

Transportation Services is requesting approval for parking amendments on Price Street for a new development located at 30, 40, 43, 44 and 45 Price Street (Toronto Lawn and Tennis Club). The subject site is located east of Yonge Street, at the east terminus of Price Street. The proposal consists of a three-storey addition which will replace the east portion of the existing building.

The proposed parking amendments on Price Street will address the requirements of the site plan agreement for this development. Specifically, a 22-metre long commercial loading zone will be established on the north side of Price Street, east of Yonge Street, to provide loading/unloading opportunities in the area. Additional parking amendments will also be established on this section of Price Street to help deter parking and accommodate unobstructed two-way traffic flow, particularly by heavy trucks destined to and from the new development.

The subject development is still under construction. Typically, development-related traffic changes would only be made once the development was completed. However, Transportation Services have been advised that the commercial loading zone is required during the construction phase. Accordingly, there is an urgency to designate this space as soon as possible.

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.

Financial Impact

The cost for the implementation of the proposed parking amendments will be borne by the owner, The Toronto Lawn Tennis Club and has been secured through Site Plan Control Application No. 25212659 STE 11 SA. The costs associated with approving the draft recommendations above is as follows:

- \$450.00 estimated one time installation fee for a commercial loading zone
- \$1,139.68 annual fee cost for the proposed 22 metre commercial loading zone
- \$123,535.00 cost estimate for the removal of ten pay-and-display on-street parking spaces and machine relocation
- \$3,579.25 pavement marking and signage cost estimate.

Contact

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