

Traffic Regulations and Parking Amendments - Cooper Street, Downes Street, and John M Tinsley Street

Date: June 19, 2026

To: Toronto and East York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 10, Spadina-Fort York

SUMMARY

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

55 Lake Shore Boulevard East is a two-phase development proposal on the lands of the former Liquor Control Board of Ontario (LCBO) headquarters and adjacent surface parking lots. The overall site lands are bounded by Lake Shore Boulevard East to the north, Queens Quay East to the south, and Freeland Street to the west. The proposal includes three mixed-used development blocks and a public park block. In addition, the development includes the creation of a new north-south public right-of-way (John M Tinsley Street) along the eastern edge of the site lands, and a new east-west public right-of-way (Downes Street), which bisects the site approximately 85 metres south of Lake Shore Boulevard East.

Transportation Services is requesting approval to amend appropriate parking regulations on Cooper Street and establish new traffic and parking regulations on Downes Street and John M Tinsley Street, which have recently opened as part of Phase 1 of the development site lands. Cooper Street is an existing public right-of-way, while Downes Street and John M. Tinsley Street have been recently conveyed to the City of Toronto.

The proposed parking amendments on Cooper Street will increase the number of overnight permit parking spaces for nearby residents, provide an area for pick-up and drop-offs, and short-term parking for visitors and delivery vehicles. The proposed parking amendments on the south side of Downes Street will facilitate passenger pick-up and drop-offs, while providing unobstructed two-way traffic flow and improved sightlines. The proposed parking amendments on John M Tinsley Street will provide unobstructed two-way traffic flow and clear sightlines.

Finally, appropriate stop controls and speed limits will be enacted on these streets to ensure the safe and efficient flow of traffic.

RECOMMENDATIONS

The Director, Enforcement and Street Management, Transportation Services recommends that:

1. Toronto and East York Community Council rescind the existing stopping prohibition in effect at all times on the east side of Cooper Street, between Queens Quay East and Lake Shore Boulevard East.
2. Toronto and East York Community Council rescind the existing designated passenger loading zone in effect from 6:00 a.m. to midnight from July 1, 2015, to July 28, 2015, inclusive (Games Client Vehicles only) on both sides of Cooper Street, between Queens Quay East and a point 60 metres north.
3. Toronto and East York Community Council rescind the existing standing prohibition in effect at all times on the west side of Cooper Street, between a point 51.3 metres north of Queens Quay East and a point 29.6 metres further north.
4. Toronto and East York Community Council rescind the existing permit parking regulation in effect from 12:00 a.m. to 11:59 p.m., daily, except no standing anytime from a point 51.3 metres north of Queens Quay East to a point 29.6 metres further north, on the even (west) side of Cooper Street from Queens Quay East to Lake Shore Boulevard East.
5. Toronto and East York Community Council authorize permit parking to be in effect from 12:00 a.m. to 11:59 p.m., daily, on the even (west) side of Cooper Street from Queens Quay East to Lake Shore Boulevard East.
6. Toronto and East York Community Council authorize permit parking to be in effect from 12:01 a.m. to 7:00 a.m., daily, on the odd (east) side of Cooper Street from Queens Quay East to Downes Street.
7. Toronto and East York Community Council authorize parking for a maximum period of one-hour from 8:00 a.m. to 6:00 p.m., daily, on the east side of Cooper Street, between a point 15 metres north of Queens Quay East and a point 55 metres further north.
8. Toronto and East York Community Council prohibit stopping to be in effect at all times on the east side of Cooper Street, between Downes Street a point 28 metres south.

9. Toronto and East York Community Council prohibit standing to be in effect at all times on the east side of Cooper Street, between a point 15 metres north of Downes Street and a point 20 metres further north.
10. Toronto and East York Community Council authorize parking for a maximum period of one-hour from 8:00 a.m. to 6:00 p.m., daily, on the east side of Cooper Street, between a point 35 metres north of Downes Street and a point 51.5 metres further north.
11. Toronto and East York Community Council authorize permit parking to be in effect from 12:01 a.m. to 7:00 a.m., daily, on the odd (east) side of Cooper Street, between Downes Street and Lake Shore Boulevard East.
12. Toronto and East York Community Council prohibit stopping to be in effect at all times on the north side of Downes Street, between Cooper Street and John M Tinsley Street.
13. Toronto and East York Community Council prohibit stopping to be in effect at all times on the south side of Downes Street, between Cooper Street and a point 15 metres east.
14. Toronto and East York Community Council prohibit stopping to be in effect at all times on the south side of Downes Street, between John M Tinsley Street and a point 15 metres west.
15. Toronto and East York Community Council designate a passenger loading zone to be in effect at all times on the south side Downes Street, between a point 15 metres east of Cooper Street and a point 15 metres west of John M Tinsley Street.
16. Toronto and East York Community Council authorize a compulsory stop control for eastbound traffic on Downes Street at John M Tinsley Street.
17. Toronto and East York Community Council authorize a compulsory stop control for westbound traffic on Downes Street at Cooper Street.
18. Toronto and East York Community Council designate a speed limit of 30 kilometres per hour on Downes Street, between Cooper Street and John M Tinsley Street.
19. Toronto and East York Community Council prohibit stopping to be in effect at all times on both sides of John M Tinsley Street, between Queens Quay East and Lake Shore Boulevard East.
20. Toronto and East York Community Council designate a speed limit of 30 kilometres per hour on John M Tinsley Street, between Queens Quay East and Lake Shore Boulevard East.

FINANCIAL IMPACT

There are no financial implications associated with the adoption of this report as funding has been secured from the proponent of the 55 Lake Shore Boulevard East development for the new public roads and associated transportation infrastructure. These funds were secured through Draft Plan of Subdivision Application No. 16 152754 STE 28 SB and the associated Subdivision Agreement, receipted as No. AT6468272, dated November 29, 2023.

DECISION HISTORY

Through the Lower Yonge Official Plan Amendment, Central Waterfront Secondary Plan, Zoning By-law Amendment Application No. 16 152742 STE 28 OZ, and Draft Plan of Subdivision Application No. 16 152754 STE 28 SB, new public rights-of-way known as Downes Street and John M Tinsley Street were secured in its February 2, 3, and 5, 2021 decision. City Council approved the development by adopting Item No. TE22.4. The City Council decision can be found at:

[Agenda Item History - 2021.TE22.4](#)

COMMENTS

The overall site lands are bounded by Lake Shore Boulevard East to the north, Queens Quay East to the south, and Freeland Street to the west. The proposal includes three mixed-used development blocks and a public park block. In addition, the development includes the creation of a new north-south public right-of-way (John M Tinsley Street) along the eastern edge of the site lands, and a new east-west public right-of-way (Downes Street), which bisects the site approximately 85 metres south of Lake Shore Boulevard East. Cooper Street is an existing public right-of-way, while Downes Street and John M. Tinsley Street have been recently conveyed to the City of Toronto.

Existing Conditions

Cooper 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 14 metres
- The daily two-way traffic volume is approximately 1,050 vehicles
- The speed limit is 30 km/h
- Heavy trucks are permitted at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are sidewalks located on both sides of the street

The parking regulations on Cooper Street are as follows:

East side

- No stopping at all times, between Queens Quay East and Lake Shore Boulevard East
- Passenger Loading Zone from 6:00 a.m. to midnight from July 1, 2015, to July 28, 2015, inclusive (Games Client Vehicles only), between Queens Quay East and a point 60 metres north

West side

- No standing at all times, between a point 51.3 metres north of Queens Quay East and a point 29.6 metres further north
- Permit parking from 12:00 a.m. to 11:59 p.m., except no standing anytime from a point 51.3 metres north of Queens Quay East to a point 29.6 metres further north, from Queens Quay East to Lake Shore Boulevard East
- Maximum three-hour statutory parking at all other times, where permitted

Downes Street is characterized by the following conditions:

- It is a two-lane, east-west unassumed public roadway
- The roadway classification is pending
- It operates two-way traffic on a pavement width of approximately 14 metres
- There is no posted speed limit
- Heavy trucks are permitted at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street
- There is an in-boulevard bi-directional cycle track on the south side of the street

John M Tinsley Street is characterized by the following conditions:

- It is a two-lane, north-south unassumed public roadway
- The roadway classification is pending
- It operates two-way traffic on a pavement width of approximately 10.5 metres
- There is no posted speed limit
- Heavy trucks are permitted at all times
- There is no TTC service provided
- There is a sidewalk located on the west side of the street

There are no existing parking or traffic regulations on Downes Street and John M Tinsely Street.

Proposed Changes

On Cooper Street, the pre-existing parking regulations, including some outdated by-law entries, will be rescinded. The proposed parking amendments on Cooper Street will prohibit standing at all times in a 20-metre area on the east side to facilitate pick-up/drop-off activities for the general public. Permit parking will operate at all times on the west side of Cooper Street and from 12:01 a.m. to 7:00 p.m. on sections on the east side of Cooper Street, providing daily and overnight parking for residents, respectively. Also, on the east side of Cooper Street, a maximum one-hour time limit parking from 8:00 a.m. to 6:00 p.m., regulation will provide short-term on-street parking for visitors and delivery vehicles during the day.

On Downes Street, prohibiting stopping at all times on the north side, and within 15 metres from crossing streets on the south side should maintain an unimpeded curb side area to improve visibility of pedestrians, cyclists, and motorists and enhance traffic flow. A passenger loading zone on the remainder of the south side will be a designated area restricted exclusively for active pick-ups and drop-offs.

On John M Tinsley Street, prohibiting stopping at all times on both sides of the street should provide unobstructed two-way traffic flow and improve sightlines.

Furthermore, compulsory eastbound and westbound stop controls are recommended on Downes Street at Cooper Street and at John M Tinsley Street, respectively, to delineate right-of-way for road users at these two new intersections. The stop controls on northbound and southbound Cooper Street and John M Tinsley Street at Lake Shore Boulevard East and Queens Quay East, respectively, do not need to be specifically by-lawed. Lake Shore Boulevard East and Queens Quay East are designated as through highways and all intersecting streets are required by default to be controlled by stop signs unless a higher level of traffic control has been implemented.

Finally, designating Downes Street and John M Tinsley Street with 30 km/h speed limits should improve traffic operations and general safety for all road users. Although these roads are currently unclassified, they will likely be classified as local roads, which have been consistently reduced to 30 km/h across the City of Toronto as part of the City's Vision Zero Road Safety Plan.

The proposed traffic regulations and parking amendments on Cooper Street, Downes Street, and John M Tinsley Street, are feasible and will improve traffic operations, improve safety, and support parking requirements of the nearby residents.

A map of the area and proposed traffic regulations and parking amendments is included in Attachments 1 and 2.

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

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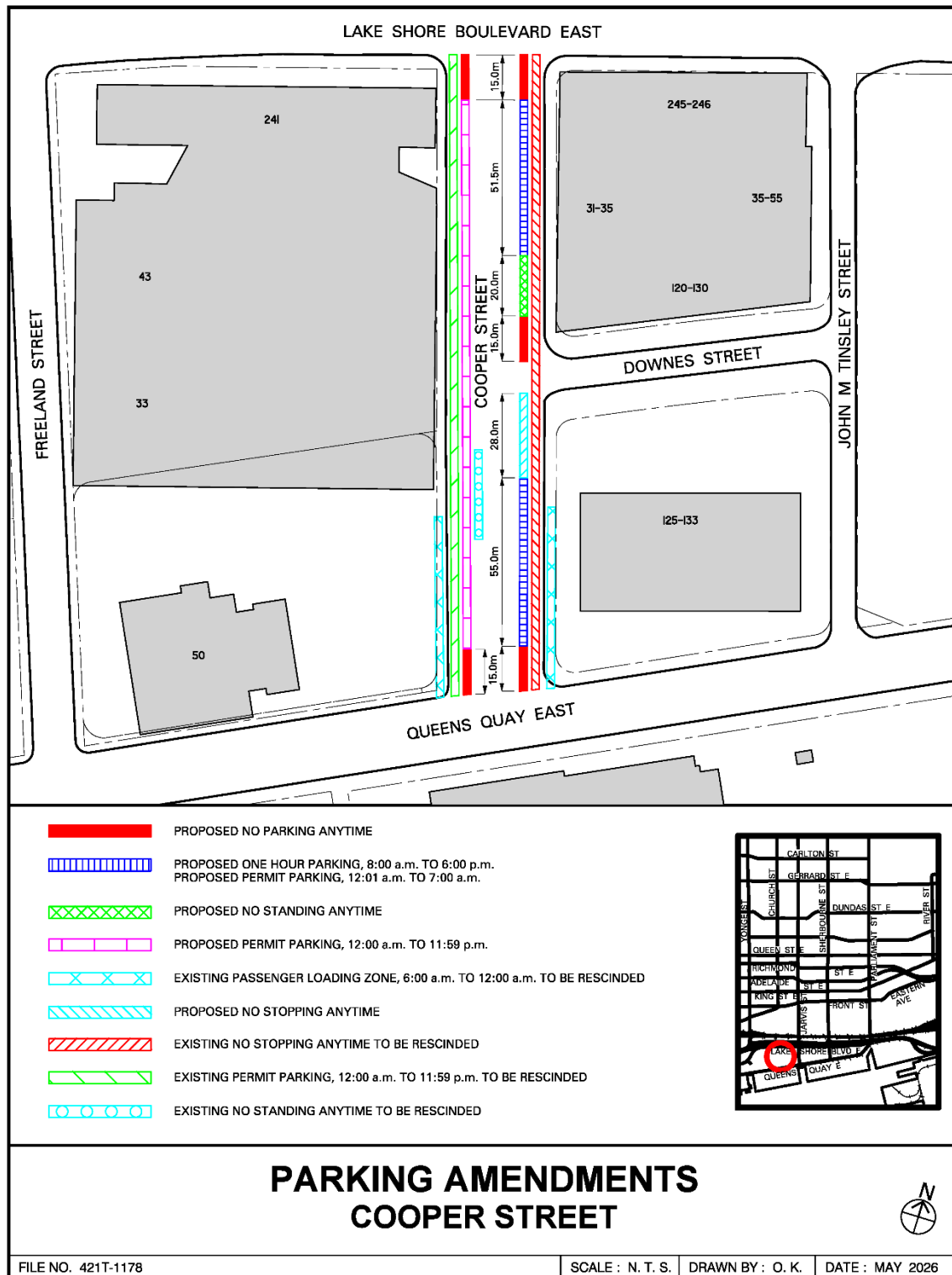
SIGNATURE

Mike Barnet, P. Eng.
Director, Enforcement and Street Management, Transportation Services

ATTACHMENTS

Attachment 1: Map - Parking Amendments - Cooper Street
Attachment 2: Map - Traffic and Parking Amendments - Downes Street and John M
Tinsley Street

Attachment 1: Map - Parking Amendments - Cooper Street



Attachment 2: Map - Traffic and Parking Amendments - Downes Street and John M Tinsley Street

