



Alejandra Bravo

**CITY COUNCILLOR
WARD 9 • DAVENPORT**

**CHAIR, ECONOMIC & COMMUNITY
DEVELOPMENT COMMITTEE**

July 2, 2026

RE: St. Clarens Avenue and Shirley Street Parking Plan

Dear Chair and Members of Toronto and East York Community Council,

Parking availability around Shirley Street Junior Public School has been a major problem for residents living on and around Shirley Street and St. Clarens Avenue. Over the past several months, I have worked closely with residents, City staff, and the Toronto District School Board to develop a comprehensive parking plan. This collaborative approach has focused on striking a balance between parking regulations that better reflect the needs of the local community and those that continue to support school operations.

A review by Transportation Services determined that many parking rules in the area are inconsistent and that revised parking amendments could be implemented without affecting the existing school bus loading zone. These changes include relocating permit parking from the south side of Shirley Street to the north side, removing unnecessary no-parking regulations, and adjusting several school-related restrictions to end at 4:00 p.m., better aligning with the school's operating hours. In total, these amendments are expected to add approximately thirteen daytime parking spaces and ten additional overnight parking spaces across the two streets.

This parking plan is the result of several discussions between residents and the City. To ensure the proposed changes reflected the community's priorities, a neighbourhood survey was shared with all impacted residents, and the results confirmed strong support for the recommended improvements.

By better aligning parking regulations with the community's needs, this plan will improve parking availability for residents and visitors while maintaining safe operations for students attending Shirley Junior Public School.

RECOMMENDATIONS

It is recommended that:

1. Toronto and East York Community Council rescind the existing parking prohibition in effect from 8:30 a.m. to 6:00 p.m., Monday to Friday, on the east side of St. Clarens Avenue, between Shirley Street and a point 76.2 metres north.
2. Toronto and East York Community Council rescind the existing school bus loading zone in effect from 8:00 a.m. to 5:00 p.m., daily, on the east side of St. Clarens Avenue, between a point 15 metres north of Shirley Street and a point 26 metres further north.
3. Toronto and East York Community Council rescind the existing parking prohibition in effect at all times on the north side of Shirley Street, between St. Clarens Avenue and a point 81.4 metres further east.

4. Toronto and East York Community Council rescind the existing parking prohibition in effect at all times on the north side of Shirley Street, between a point 124.9 metres east of St. Clarens Avenue and Norfolk Street.
5. Toronto and East York Community Council rescind the existing parking prohibition in effect from 8:00 a.m. to 4:00 p.m., Monday to Friday, on the south side of Shirley Street, between St. Clarens Avenue and a point 143 metres east.
6. Toronto and East York Community Council rescind the existing permit parking regulation in effect from 12:01 a.m. to 7:00 a.m., daily, except no parking from 8:30 a.m. to 6:00 p.m., Monday to Friday, from St. Clarens Avenue to a point 143.3 metres further west, on the odd (south) side of Shirley Street from Brock Avenue to Lansdowne Avenue.
7. Toronto and East York Community Council amend the existing parking prohibition in effect from 9:00 a.m. to 11:30 a.m., 1:00 p.m. to 3:00 p.m., and 4:00 p.m. to 8:00 p.m., Monday to Friday, and at all times on Saturday and Sunday, on the north side of Shirley Street, between a point 81.4 metres east of St. Clarens Avenue and a point 43.5 metres further east to be in effect from 9:00 a.m. to 11:30 a.m. and 1:00 p.m. to 3:00 p.m., Monday to Friday, on the north side of Shirley Street, between a point 81.5 metres east of St. Clarens Avenue and a point 38.5 metres further east.
8. Toronto and East York Community Council amend the existing maximum ten-minute parking regulation in effect from 8:00 a.m. to 9:00 a.m., 11:30 a.m. to 1:00 p.m., and 3:00 p.m. to 4:00 p.m., Monday to Friday, except public holidays, on the north side of Shirley Street, between a point 81.4 metres east of St. Clarens Avenue and a point 43.5 metres further east to be in effect from 8:00 a.m. to 9:00 a.m., 11:30 a.m. to 1:00 p.m., and 3:00 p.m. to 4:00 p.m., Monday to Friday, except public holidays, on the north side of Shirley Street, between a point 81.5 metres east of St. Clarens Avenue and a point 38.5 metres further east.
9. Toronto and East York Community Council prohibit stopping to be in effect from 8:00 a.m. to 4:00 p.m., Monday to Friday, school buses excepted, on the east side of St. Clarens Avenue, between a point 15 metres north of Shirley Street and a point 23 metres further north.
10. Toronto and East York Community Council designate a school bus loading zone to be in effect from 8:00 a.m. to 4:00 p.m., Monday to Friday, on the east side of St. Clarens Avenue, between a point 15 metres north of Shirley Street and a point 23 metres further north.
11. Toronto and East York Community Council prohibit parking at all times on the south side of Shirley Street, between St. Clarens Avenue and Norfolk Street.
12. 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 even (north) side of Shirley Street from Brock Avenue to Lansdowne Avenue.
13. Toronto and East York Community Council rescind the existing permit parking regulation in effect from 12:01 a.m. to 10:00 a.m., daily, on the odd (east) side of St. Clarens Avenue from Hickson Street to a point 37 metres south of Dundas Street West.

14. Toronto and East York Community Council reduce the speed limit from 40 kilometres per hour to 30 kilometres per hour on St. Clarens Avenue, between Wyndham Street and the south end of St. Clarens Avenue.

Sincerely,

Alejandra Bravo
City Councillor
Ward 9, Davenport

Attachment 1: Memorandum from the Director, Enforcement and Street Management, Transportation Services