

Date: July 8, 2026

To: Toronto and East York Community Council

From: Mike Barnet, Director, Enforcement and Street Management

Re: Davisville Avenue – Accessible Loading Zone (Ward 12, Toronto-St. Paul's)

Transportation Services has been requested by the Ward 9 Councillor to provide recommended wording for recommendations they plan to present to the July 8 and 9, 2026, Toronto and East York Community Council. Staff request that this memorandum accompany the Councillor's submission.

As the Toronto Transit Commission (TTC) operates a transit service on Davisville Avenue, City Council approval of the recommendations in this memorandum is required.

Summary

- X **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. *City Council amend the existing stopping prohibition in effect at all times, on the north side of Davisville Avenue, between Yonge Street and a point 231 metres east, to be in effect between Yonge Street and a point 74.6 metres east.*
2. *City Council prohibit stopping at all times, on the north side of Davisville Avenue, between a point 86.6 metres east of Yonge Street and a point 144.4 metres further east.*
3. *City Council prohibit standing at all times, on the north side of Davisville Avenue, between a point 74.6 metres east of Yonge Street and a point 12 metres further east.*
4. *City Council designate an accessible loading zone to be in effect at all times, on the north side of Davisville Avenue, between a point 74.6 metres east of Yonge Street and a point 12 metres further east.*

The City of Toronto is building a new aquatic and multi-use community centre on the Davisville Junior Public School and Spectrum Alternative School site, east of the

intersection of Yonge Street and Davisville Avenue. The facility will include two indoor swimming pools and several multi-purpose rooms to serve various community needs. Construction is expected to be completed in February 2027. Wheel Trans loading for the Aquatic Centre has been secured through the Site Plan Approval along the building's frontage. The accessible loading zone has been shifted away from the vehicular right-of-way (currently approved in Site Plan) into the pedestrian boulevard. The accessible loading zone will allow curbside access for accessible vehicles equipped with a side or rear loading ramp (e.g., Wheel-Trans) and permit holders during pick-up/drop-off periods.

Transportation Services provides designated on-street accessible loading zones as a convenience for people with physical impairments, disabilities and/or for those who transport them, making it easier for them to locate a pick-up/drop-off space, as near as possible to their residence or intended destinations and reduce the distances that the person with the physical impairment or disability must walk. This accessible loading zone may be used by TTC Wheel-Trans or any vehicle displaying a valid "Accessible Parking Permit" while actively engaged in the pick-up or drop-off of a person with accessibility requirements.

The review confirmed that the proposed changes would not impede traffic flow on Davisville Avenue, as the accessible loading will be shifted into the pedestrian boulevard. The installation of the proposed accessible loading zone will not result in the loss of parking within the above-noted segment of Davisville Avenue. As such, this installation will not have an impact on the public right-of-way and local traffic or parking operations.

Financial Impact

Staff have not been able to develop engineering estimates for this work but based on previous experience and similar work in the past, we expect the costs associated with approving the draft recommendation will be approximately \$1,000.00. As this work was not anticipated, it has not been specifically included in any approved budgets. Completion of the work would be subject to availability and competing priorities within future Transportation Services Operating Budgets, unless a specific funding source is identified by the councillor and approved by City Council.

Contact

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