

March 17th, 2021

Mehakdeep Dhillon
CreateTO
200 King Street West
Toronto, ON
M5H 3T4

**RE: 21 Trenton Avenue Parking Lot Redevelopment
Assessment of Existing Parking Utilization and Review of Alternative Parking Locations**

Dear Mr. Dhillon,

1.0 INTRODUCTION

BA Consulting Group has been retained by CreateTO to complete a vehicle parking assessment related to a vehicle parking lot that currently serves Stan Wadlow Park in the City of Toronto. The parking lot, which is located at 21 Trenton Avenue and serves the park and related recreation facilities, is proposed to be redeveloped as part of the City of Toronto's plan to deliver new affordable units across the City.

1.1 THIS STUDY

The purpose of this parking study is to assess the existing parking demand generated by Stan Wadlow Park, particularly within the parking lot at 21 Trenton Avenue. Based on the estimated demand an assessment is provided on potential alternative locations and methods for how that parking demand could be accommodated.

The data used for analysis in this parking study has been collected using a variety of sources including information provided by the City of Toronto's Parks and Recreation department, online resources available through the internet for different park users and program elements, and information collected by BA Group through prior parking studies for recreation facilities. This approach was used because data collection to observe existing activity at Stan Wadlow Park was not possible due to the COVID-19 pandemic and project timeline.

2.0 SITE CONTEXT

Stan Wadlow Park is located at 373 Cedarvale Avenue in East York. The park includes Kiwanis Outdoor Pool and East York Memorial Arena. To the north of the Park is Parkside Public School and Taylor Creek. To the south is Cosburn Avenue.

Stan Wadlow Park is currently serviced by the parking lot located across the street at 21 Trenton Avenue which provides approximately 75 parking spaces to park occupants. Additional parking for Stan Wadlow Park is also available in front of East York Memorial Arena with a capacity of 40 spaces, for a total parking supply of 115 spaces for the park.

There is also a 75 space parking lot on the south side of Cosburn Avenue across from the park which serves the Curling Rink. This parking lot also likely serves to augment the parking supply for Stan Wadlow Park when the curling rink is not active. Lastly, the on-street parking nearby accounts for approximately 85 spaces.

The site location and servicing parking lot are presented in Figure 1.



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FIGURE 1 SITE LOCATION

3.0 BACKGROUND

The City of Toronto adopted the Parks and Recreation Facilities Master Plan (FMP) in 2017, with an implementation strategy and amendments adopted in 2019. The FMP aims to identify gaps and develop investment priorities in order to build and renew facilities that meet recreation needs in a changing Toronto.

The FMP recommends the replacement of the Stan Wadlow Clubhouse in 2029-2033 and the redevelopment of the outdoor pool facility. The FMP also identifies East York Memorial Arena as a candidate for replacement as a twin pad facility in 2024-2028. Each of these redevelopment opportunities has the potential to increase parking demand at Stan Wadlow Park, as well as the availability of parking in the area.

The park facilities are also accessible by public via walking or cycling and by public transit. Designated bicycle lanes are provided on Woodbine Avenue and Cosburn Avenue in the vicinity of the park. A Bike Share Toronto station is also located on Cosburn Avenue at the southeast corner of the park. Public transit services operating in close proximity of the park include TTC bus routes 70, 87, 91, 93 and 404. Each of these routes connects to the TTC subway.



4.0 ASSESSMENT OF PARKING DEMAND

An assessment of the parking demand for Stan Wadlow Park should first consider the park's facilities:

- Baseball Diamonds (7)
- Bike Trail
- Dogs Off-Leash Area
- Multipurpose Field
- Outdoor Handball Court
- Playground
- Skateboard Area
- Splash Pad
- Kiwanis Outdoor Pool
- East York Memorial Arena
- Stan Wadlow Clubhouse

The parking lot at 21 Trenton Avenue is the primary parking lot for the baseball fields as well as the clubhouse and outdoor pool. The 21 Trenton Ave parking lot also serves as an overflow parking lot for the East York Memorial Arena in the event parking demand from the arena exceeds the 40 spaces available in front of the arena.

4.1 REVIEW OF PARK PROGRAMMING

It is assumed that the baseball diamonds account for the majority of the parking demand, along with the outdoor pool, clubhouse and arena. The baseball diamonds create significant demand during peak hours on weeknights from 6pm-10pm and weekends from 9am-11am throughout the spring and summer months. The outdoor pool hours are typically 9am-8pm, but parking demand is expected to be lower in the springtime evening hours that overlap with baseball. The clubhouse offers a range of services to older adults in the community on weekdays from 9am-3pm, with after school programs that run between September-June from school dismissal until 6pm.

The baseball diamonds are primarily used by the East York Baseball Association and Ryerson University's baseball team on weeknights and weekends in the summer and early fall months. The park is typically used for practices on weeknights and weekends in addition to tournaments on weekends. Currently, the East York Baseball Association website directs occupants to the Stan Wadlow Park parking lot, the East York Memorial Arena parking lot, and the East York Curling Club parking lot. The arena and curling club parking lots will remain intact and may continue to provide the park's occupants with additional parking.

The East York Memorial Arena operates in the fall and winter months to provide a hub for hockey and skating programs in the community. The facility features one ice rink, a meeting room, change rooms and spectator seating. Programs include instructional and leisure skates for all ages, as well as the ability to book permits for hockey and other events. Arena operations would overlap with baseball in the fall months (i.e. September).

Kiwanis Outdoor Pool runs seasonally from June to September, offering scheduled swimming lessons from 9:15am-11:30am and an open leisure period from 12pm-8pm. The facility has a capacity of 400 people which



can often be reached per hour during the peak period of 1pm-4pm. Kiwanis Pool does not have an exclusive parking lot and therefore uses the 21 Trenton Avenue parking lot as it is located directly adjacent to the pool.

Other facilities within Stan Wadlow Park such as the skateboard area, splash pad, dog park and playground are expected to serve the community in the immediate vicinity. Users of these amenities are more likely arrive to the park by walking or bicycle.

The baseball diamonds, arena and clubhouse are most likely draw residents from an area beyond the immediate neighbourhood resulting in a vehicular parking demand. As a result, this assessment focuses on the estimated parking demand associated with these three amenities.

The following sections outline the methodology to estimate the demand associated with the baseball diamonds, arena, and clubhouse at Stan Wadlow Park. The assessment has been subdivided into two key design periods: weekday evenings and weekends.

4.2 WEEKDAY EVENING PARKING DEMAND

Baseball Diamonds

Baseball schedules for September 2019 indicated that during weeknights, up to 7 team practices might overlap between 6pm-10pm, occupying up to all 7 baseball diamonds in the park. The schedule from September 19th, 2019, a weeknight seeing all 7 diamonds in use, is therefore used to estimate a peak weeknight parking demand. **Table 1** provides a breakdown of the teams into age brackets to establish a parking demand estimate considering age-varying factors and the number of teams per bracket. It should be noted that the 19+ age bracket only includes Ryerson University’s baseball team and people per vehicle and auto arrival rates are assumed considering the likelihood of players commuting or carpooling from the university campus in downtown Toronto.

TABLE 1 STAN WADLOW BASEBALL WEEKNIGHT PEAK PARKING DEMAND ESTIMATE

Age Bracket	Athletes per Team ¹	Parents per Athlete ²	Total People per Diamond (incl. coaches) ³	People per Vehicle ⁴	Auto Arrival Rate ⁵	# Teams ⁶	Parking Demand
12 & Under	15	1	30 – 35	2.5	100%	4	60 – 70
13 - 18	15	0.5	20 – 25	2	50%	1	5 – 7
19+	25	0	30 – 35	2	25%	1	4 – 5
Total Weeknight Peak Parking Demand (Rounded):							70 - 85

Notes:

1. Based on a typical baseball team roster (practice taking place indicates one team per diamond)
2. Youth teams likely have a parent per child present throughout practice time. This ratio reduces for teens and is eliminated for adults.
3. Ranges provided for total number of occupants per diamond to include coaches, additional spectators, and coach-parent overlap.
4. Values based on rates used in previous BA Group parking studies.
5. Values assumed considering typical transportation trends for each demographic.
6. Based on September 19th, 2019 East York Baseball Association practice schedule between 6pm and 10pm.



East York Memorial Arena

East York Memorial Arena features one ice rink and change rooms, a meeting room and spectator seating. Parking demand for the arena on weeknights would be generated on game nights or for practices when two teams occupy the facility, but with fewer spectators compared to a weekend game.

Table 2 provides a breakdown of the potential parking demand generated by a scheduled game within each age bracket.

TABLE 2 EAST YORK MEMORIAL ARENA WEEKNIGHT PEAK PARKING DEMAND ESTIMATE

Age Bracket	Athletes per Team ¹	Parents per Athlete ²	Total People per Team (incl. coaches) ³	People per Vehicle ⁴	Auto Arrival Rate ⁵	# Teams	Parking Demand
12 & Under	12	1.5	30 – 40	2.5	100%	2	24 – 32
13 - 18	15	1.0	30 – 40	2.0	100%	2	30 – 40
19+	18	0	18 – 30	2.0	100%	2	18 – 30
Highest Weeknight Peak Parking Demand For Games (Rounded):							30 – 40

Notes:

1. Based on a typical hockey team roster (game taking place indicates two teams per rink)
2. Youth teams likely have a parent per child present throughout practice time. This ratio reduces for teens and is eliminated for adults.
3. Ranges provided for total number of occupants per rink to include coaches, additional spectators, and coach-parent overlap.
4. Values based on rates used in previous BA Group parking studies.
5. Values assumed considering typical transportation trends for each demographic.

The estimated peak demand for the arena on a weekday evening is expected to be 30 to 40 vehicles which suggests that on most weekday evenings the parking lot in front of the arena, which contains 40 spaces, accommodates the arena demand. It is noted the arena demand is assumed to run from September through to April and not overlap with the activity from the Kiwanis Pool.

Kiwanis Outdoor Pool

The attendance for the outdoor pool facility is typically lower on weeknights than the average afternoon attendance. Despite the capacity of 400 people, the pool on average has 250 people come through the facility, per hour, during the 5pm-8pm period on a weeknight based on information provided by the City Parks and Recreation Department. **Table 3** presents an analysis of the pool attendance and estimated parking demand generated on weeknights.

TABLE 3 KIWANIS POOL WEEKNIGHT PEAK PARKING DEMAND ESTIMATE

Time Period	Typical Hourly Attendance ¹	Duration of Attendance	Assumed Occupancy	People per Vehicle ²	Auto Arrival Rate ³	Parking Demand
5pm – 8 pm	250 persons/hr	30-45 minutes	250 persons	2.5	40%	40 vehicles
Highest Weeknight Peak Parking Demand (Rounded):						40 vehicles

Notes:

1. Based on the typical hourly attendance for drop in swim programs provided by City of Toronto Parks and Recreation Department.
2. Values based on rates used in previous BA Group parking studies.
3. Values assumed considering typical transportation trends.



Clubhouse

The Stan Wadlow Park Clubhouse features an auditorium with a capacity of over 100, as well as a kitchen, seniors lounge and patio. The clubhouse hosts the Afterschool Recreational Care (ARC) program for 10 months of the year from school dismissal until 6pm. Demand increases for pick-up at 6pm, though a pick-up / drop-off loop is located at the front of the clubhouse to accommodate this demand along with accessible parking and nearby on-street parking. Recognizing the clubhouse hours are primarily focused at 6pm or earlier however, the clubhouse is not estimated to contribute to the weekday evening demand.

Overall Vehicle Parking Demand, Weeknights

Taking into consideration the demand from the baseball fields, the arena, and the clubhouse, the estimated peak parking demand on weeknights, per the analysis in **Table 1**, **Table 2** and **Table 3**, is approximately 120 to 150 spaces. The demand is broken down as follows:

Baseball Diamonds	70 – 85 spaces
Arena	30 – 40 spaces <i>(September to April)</i>
Kiwanis Outdoor Pool	40 spaces <i>(May to August)</i>
Clubhouse	No weekday evening demand
Total Estimated Demand, Weeknights:	100 – 125 spaces
<i>(During Baseball Season)</i>	

The arena and pool both have an estimated typical demand of approximately 40 spaces. However, taking into consideration that the arena and pool are not active at the same time during baseball season (i.e. the pool demand on weeknights occurs in July / August whereas the arena operates after September) the resultant estimated parking demand at Stan Wadlow Park on weeknights is estimated to be 100 to 125 parking spaces.

The combined parking capacity of the East York arena and the 21 Trenton Avenue parking lot is 115 spaces. This implies that during the weekday evening periods during summer, when the baseball diamonds, pool and clubhouse are active, that the combined parking demand may exceed the capacity of both lots together with some spillover parking occurring onto the adjacent side streets. The estimated overflow demand is approximately 10 spaces. Similarly in September when the arena is active but the pool is not busy, the overflow is estimated to be in the same order of magnitude.



4.3 WEEKEND PARKING DEMAND

Baseball Diamonds

The East York Baseball Association’s schedules indicate that practices or tournaments typically occur on weekends. Of these activities, a tournament is most likely to generate the highest parking demand.

The sample day used for analysis (September 1st, 2019) had a tournament taking place. **Table 4** presents a similar approach to establish the parking demand based on factors that have been adjusted for a tournament schedule. It should be noted that the tournament taking place only included youth teams that fall within the youngest age bracket during peak hours. Using this particular tournament for analysis provides a very conservative method for estimating demand as this age bracket is most likely to drive to the park.

TABLE 4 STAN WADLOW BASEBALL WEEKEND PEAK PARKING DEMAND ESTIMATE

Age Bracket	Athletes per Team ¹	Parents per Athlete ²	Total People per Diamond (incl. coaches) ³	People per Vehicle ⁴	Auto Arrival Rate ⁵	# Teams ⁶	Parking Demand
12 & Under	15	1.5	95 – 100	3.0	100%	4	126 – 133
13 - 18	-	-	-	-	-	-	-
19+	-	-	-	-	-	-	-
Total Weekend Peak Parking Demand (Rounded):							125 – 135

Notes:

1. Based on a typical baseball team roster.
2. Youth teams likely have more children accompanied by 2 parents/family members at a tournament. This ratio reduces for teens and adults.
3. Ranges provided for total number of occupants per diamond to include coaches, additional spectators, and coach-parent overlap for two teams.
4. Values based on rates used in previous BA Group parking studies.
5. Values assumed considering typical transportation trends for each demographic.
6. Based on September 1st, 2019 East York Baseball Association tournament schedule between 9am and 11am.

East York Memorial Arena

Parking demand generated by East York Memorial Arena would generally remain similar on weekends as on weeknights based on the limitations of a single rink arena to host a maximum of two teams playing at a time. Spectator and parents attendance is expected to increase on weekends however, resulting in a higher number of people per team. **Table 5** presents this analysis.



TABLE 5 EAST YORK MEMORIAL ARENA WEEKEND PEAK PARKING DEMAND ESTIMATE

Age Bracket	Athletes per Team ¹	Parents per Athlete ²	Total People per Team (incl. coaches) ³	People per Vehicle ⁴	Auto Arrival Rate ⁵	# Teams	Parking Demand
12 & Under	12	3.0	48 – 64	2.5	100%	2	38 – 51
13 - 18	15	2.0	45 – 60	2.0	100%	2	45 – 60
19+	18	0.5	30 – 40	2.0	100%	2	30 – 40
Estimated Weekend Peak Parking Demand (Rounded):							45 – 60

Notes:

1. Based on a typical hockey team roster.
2. Youth teams likely have more children accompanied by 2 parents/family members at a tournament. This ratio reduces for teens and adults.
3. Ranges provided for total number of occupants per rink to include coaches, additional spectators, and coach-parent overlap for two teams.
4. Values based on rates used in previous BA Group parking studies and engineering judgement.
5. Values assumed considering typical transportation trends for each demographic.
6. Parking demand increased by a factor of two to account for potential demand added by spectators (i.e. demand doubles).

The estimated weekend peak demand at the arena is estimated to be in the order of 45 to 60 vehicles with the higher end of the range accounting for some increase in occupancy during times when two teams are changing over. During these times it is estimated that the arena parking demand exceeds the capacity of the arena parking lot with some overflow parking happening into the parking lot at 21 Trenton Avenue or onto the area streets. The estimated demand at the arena is assumed to occur during September once hockey season starts and runs through to the following April.

Kiwanis Outdoor Pool

Weekend afternoon attendance at the outdoor pool is generally higher than evening hourly attendance resulting in a higher demand for parking. **Table 6** provides a breakdown of typical hourly attendance to establish a peak parking demand estimate. As previously noted, the operation of the pool and the adjacent arena are generally considered mutually exclusive as the pool demand is not expected to be significant after early September once hockey season starts.

TABLE 6 KIWANIS POOL WEEKEND PEAK PARKING DEMAND ESTIMATE

Time Period	Typical Hourly Attendance ¹	Duration of Attendance	Typical Occupancy	People per Vehicle ²	Auto Arrival Rate ³	Parking Demand
12pm – 5pm	300-400	30 minutes	300-400	2.5	40%	48 – 64
5pm – 8 pm	250	30 minutes	250	2.5	40%	40
Highest Weeknight Peak Parking Demand (Rounded):						48 – 64

Notes:

1. Based on the typical hourly attendance for drop in swim programs provided by City of Toronto Parks and Recreation Department.
2. Values based on rates used in previous BA Group parking studies.
3. Values assumed considering typical transportation trends.

The pool parking demand during a summer afternoon is estimated to be 48 to 64 spaces.

Clubhouse

The Stan Wadlow Clubhouse allows permits to be booked for events averaging an attendance of 80-100 guests. Information provided by the City Parks department indicates that the Clubhouse is booked for larger



events 8-10 times a year for such activities as weddings and banquets. These events would produce an estimated 30% to 50% auto arrival rate, and therefore an approximate parking demand of 30 - 50 parking spaces when there is an event. Other programs offered at the clubhouse include art and music classes that would not produce a significant parking demand since most attendees would be dropped-off / picked-up.

For the purposes of this analysis it is assumed that the clubhouse would generate a weekend parking demand of 30 to 50 parking spaces.

Overall Vehicle Parking Demand

As presented in **Table 4** and **Table 5**, there is an estimated peak weekend parking demand.

Baseball Diamonds:	125 – 135 spaces
Arena	45 – 60 spaces <i>(September to April)</i>
Outdoor Pool	48 – 64 spaces <i>(July/Aug)</i>
Clubhouse	30 – 50 spaces
Total Estimated Demand, Weekend Afternoon: <i>(During Baseball Season)</i>	200 to 250 spaces

In the event that a booked event at the clubhouse overlaps with the baseball fields being fully activated and with either the arena or the pool active, the estimated demand would be in the order of 200 to 250 spaces. This range recognizes that the pool and arena demands do not overlap.

4.4 SUMMARY OF ESTIMATED DEMAND

Based on the above analysis Stan Wadlow Park generates an approximate peak weekday parking demand of 100 to 125 spaces during the baseball season (i.e. either during July/Aug when the pool is active or in September when the arena is active but the pool is not). This demand suggests that the parking lot at 21 Trenton Avenue is well used on weekday evenings, and is frequently full during weeknights with a small amount of overflow demand on adjacent streets.

A conservative estimate of the peak weekend demand during baseball season is in the order of 250 spaces. This represents a peak occurrence during the summer when all the baseball diamonds are active with a tournament, and the outdoor pool is very busy, and there is an event at the clubhouse. The arena would not be active in this situation as it would not be active during the peak summer months when the pool is busy. An estimated demand of 250 spaces, if reached, would significantly exceed the amount of parking available at the Trenton Avenue parking lot and the adjacent arena parking lot suggesting that on weekends with high activity at the Park that there is a high degree of use of the area street parking to accommodate overflow demands.

The number of times a year when peak use of the arena, baseball diamonds, outdoor pool and clubhouse overlaps with a peak demand is likely infrequent. A review of schedules and event frequency at the clubhouse suggests that this may only occur between 5-10 times a year on weekends in June and September when both the baseball fields and arenas are active with leagues.

Notwithstanding that the combined peak demand may be rare, it is likely that the 21 Trenton Avenue parking lot is consistently well used or full on weekends during baseball season and overlapping events with the arena. During overlapping events there is significant use of on-street parking to accommodate overflow.



Outside of baseball season such as during hockey season / winter months, the estimated demand at the 21 Trenton lot is estimated to be lower with the lot serving as overflow parking for the arena which has a parking lot with 40 spaces of capacity. The estimated typical overflow demand is estimated to be in the order of 20 spaces.

Thus the 75 spaces in the 21 Trenton Avenue lot are likely well used to full during spring/summer weekday evenings and weekends and with any overflow parking being accommodated through the existing on-street parking in the area. During the winter / fall months when the baseball fields are not active demands in the 21 Trenton Avenue is estimated to be less at approximately 20 vehicles, plus any occasional use of the clubhouse which may generate an additional demand of 30-50 spaces.

TABLE 7 STAN WADLOW PARK, KIWANIS POOL, CLUBHOUSE AND ARENA DEMAND SUMMARY

	Spring/Summer Baseball Season with Pool Active	Early Fall Baseball Season with Arena Active	Fall / Winter Hockey Season
Time Period	May-August	September	October - April
What is Active?	Baseball Fields, Clubhouse, Pool	Baseball fields, Clubhouse, Arena	Arena
Estimated Peak Weekday Evening Demand	100 to 125 spaces	100 to 125 spaces	30-40 spaces
Estimated Peak Weekend Demand	200 to 250 spaces	200 to 250 spaces	40-60 spaces



5.0 ASSESSMENT OF POTENTIAL NEW PARKING OPPORTUNITIES

Assuming the parking demand for Stan Wadlow Park will remain constant once the affects of COVID-19 subside, and assuming the elimination of the 21 Trenton lot does not affect demand for parking, the redevelopment of the Trenton Ave parking lot will result in 75 parking spaces of excess demand generated in the area during spring/summer evenings and weekends. The excess demand generated by the loss of the Trenton Avenue lot during the fall/winter months is estimated to be 20 spaces, which occurs on weekends.

BA Group has reviewed potential opportunities for providing additional parking capacity both within Stan Wadlow Park itself, and within the adjacent area to mitigate the loss of parking in the Trenton Avenue lot. Based on BA Group's initial review, and through discussions with City Staff from Parks, Forestry and Recreation, it was determined that there is no opportunities to add parking capacity within the park footprint itself without removing critical parts of the park used for recreation purposes. BA Group did however identify several opportunities for adding more parking capacity to the area around the park. The following are potential opportunities for providing additional vehicle parking in the area:

- Adjust parking regulations to increase on-street parking capacity in the area
- Permit after school use of Parkside Public School Parking Lot
- Permit after school use of D. A. Morrison Middle School Parking Lot
- Improve utilization or expand the Taylor Creek Trail Parking Lot
- Create new layby / perpendicular parking on Haldon Avenue
- Maximize use of the East York Curling Club Parking Lot

The alternative and additional recommended parking locations can be found in **Figure 2**. The following sections provide a description of each opportunity.



FIGURE 2 ALTERNATIVE PARKING LOCATIONS

5.1 INCREASE AREA ON-STREET PARKING

Based on a review of the existing parking / signage regulations adjacent to Stan Wadlow Park, the streets surrounding Stan Wadlow Park currently provide approximately 85 parking spaces of capacity. There are however several opportunities for adjusting the parking regulations to increase the number of parking spaces available during the peak baseball season period. They include:

1. Allow parking on the east side of Cedarvale Avenue between Trenton Ave and the Clubhouse after 6pm
2. Switch parking on Ventnor Avenue to north side to increase capacity

Cedarvale Avenue

This does not include the section on the east side of Cedarvale Avenue adjacent to the pool where parking is currently not permitted because there is a designated pick-up/drop-off area on the east side of Cedarvale Avenue for Parkside Public School and a location for school buses. There is also a TTC bus stop. South of the pick-up/drop-off area parking is permitted to occur on the east side of Cedarvale Avenue.

Recognizing that the Stan Wadlow Park demand occurs weeknight evenings and weekends, it would be possible to allow on-street parking after 6pm on Cedarvale Avenue to expand the number of spaces available without conflicting with the existing activity associated with Parkside Public School. The City of Toronto should therefore investigate whether the on-street parking can be expanded on Cedarvale by allowing parking to occur after 6pm and on weekends.

Permitting on-street parking on Cedarvale Avenue would add another approximately 6-10 spaces of parking capacity. The precise number of additional spaces available would depend on whether the existing TTC bus stop on the east side of Cedarvale Avenue could be relocated to further increase the capacity. By way of example the existing TTC stop is located in the middle of the potential new on-street parking zone. The TTC stop could be shifted southward to the edge of the Clubhouse Driveway to allow for a longer continuous row of on-street parking. This would increase the number of spaces created to the upper end of the range.

Ventnor Avenue

Currently parking is permitted on the south side of Ventnor Avenue. The south side of Ventnor Avenue has several driveways which reduced the effective number of spaces to approximately 5. The north side of Ventnor Avenue is the frontage for an apartment building with only one driveway. If the side of the street where parking was permitted was switched to the north side this would result in creating more on-street spaces because of the fewer driveways. It is estimated that changing the side parking is permitted on would create 5 additional spaces.

It is recommended the City of Toronto investigate whether the on-street parking can be shifted to the north side of Ventnor Avenue to accommodate additional capacity. Such a change could potentially be during the June-September baseball seasons to coincide with when the on-street parking demand will be highest in the neighbourhood.

Table 8 summarizes all existing and recommended on-street parking to service Stan Wadlow Park. All proposed additional parking areas provide a roadway width that allows for on-street parking in addition to a lane for each direction of traffic.



TABLE 8 EXISTING AND RECOMMENDED ADDITIONAL ON-STREET PARKING CAPACITIES

	Street	Limits	Existing Restrictions	Estimated Parking Capacity ¹
Existing Alternative Parking	Cedervale Ave	Between Cosburn Ave & Stan Wadlow Clubhouse	No visible posted restrictions	11
	Bracebridge Ave	Between Cedervale Ave & Woodbine Ave	No visible posted restrictions	10
	Cosburn Ave	Between Woodbine Ave & Oak Park Ave	No visible posted restrictions	29
	Virginia Ave	Between Cosburn Ave & Cedervale Ave	No visible posted restrictions	6
	Haldon Ave	Between Taylor Creek Parking Lot & East York Acres Parking Lot	No visible posted restrictions	19
	Gledhill Ave	Between Cosburn Ave & Holborne Ave	No visible posted restrictions	10
Total Existing On-Street Parking:				85
Additional Parking Opportunity	Cedervale Ave	Between Trenton Ave & Stan Wadlow Clubhouse	Permit parking, east side, after 6pm	+6 to 10 ²
	Ventnor Ave	Between Woodbine and Rumney Road	Relocate parking to north side	+5
Total Additional On-Street Parking Possible:				11 to 15 spaces

Notes:

- Capacities estimated using Google Maps scaling and an assumed parallel parking space length of 6.7m. On-street parking capacities were estimated utilizing Google Maps as well as Google Streetview to ensure accuracy (i.e. considering driveway locations and spacing, fire hydrants, etc.) while considering a required parking space length of 6.7m, per City of Toronto Zoning By-Law No. 569-2013. On-site data collection was not undertaken due to the COVID-19 pandemic.
- Range reflects potential increase depending on whether TTC bus stop on Cedarvale Avenue can be relocated or moved to another location.

5.2 UTILIZE TDSB SCHOOL PARKING LOTS

Currently the East York Baseball association lists the Trenton Avenue parking lot, the East York Arena parking lot, and the Curling Club parking lot as potential parking locations.

There are two TDSB owned parking lots in the area which are not formally recognized as part of the Stan Wadlow Park parking supply.

These are the Parkside Public School Parking lot northwest of the park and the D. A. Morrison Middle School Parking lot southeast of the park. Because these lots are not formally recognized as part of the East York Baseball website, it is likely they are underutilized and have some excess capacity for accommodating displaced demand. It is therefore recommended that:

- the City of Toronto / CreateTO make the necessary arrangements with the Toronto District School Board to allow after-school use of the Parkside Public School and D. A. Morrison Middle School parking lots; and



- b. the City of Toronto work with the East York Baseball Association to highlight these three additional parking lots as places where people should park.

Taken together access to these TDSB parking lots would provide an additional 85 spaces of capacity that could be provided for Stan Wadlow Park.

5.3 POTENTIAL TAYLOR CREEK TRAIL PARKING LOT EXPANSION

The Taylor Creek Trail parking lot provides parking opportunities for people accessing the Taylor Creek Trail and valley. This lot, which currently provides 40 spaces of capacity, may currently accommodate some parking demand from Stan Wadlow Park, however it is not formally recognized as a location where you should park to access the sports fields.

The Taylor Creek Trail parking lot is currently located below a hydro corridor. Because of this there is an area adjacent to the south edge of the parking lot that is roughly level and free of significant vegetation (because of the hydro wires). As such it may be possible to expand the capacity of the Taylor Creek parking lot by modestly expanding the footprint of the parking lot to the south further under the hydro corridor. Doing so could possibly allow the parking lot to be configured in a more efficient layout increasing the capacity. It is estimated that an expansion of the lot could create a further 30 spaces of potential capacity.

It is noted that expanding the Taylor Creek lot would have several constraining factors that need to be confirmed which may make expanding the lot infeasible. Factors that could affect feasibility include:

- Accessibility & access - There is currently no official pedestrian pathway from this parking lot due to the hill that exists between Stan Wadlow Park and Taylor Creek. Expanding the parking lot may require improving pedestrian access which would require extensive work to create an accessible pathway. Any such connection would take up a large portion of the hillside that is currently used as a toboggan hill in the winter.
- Soil conditions – The site was previously used as a landfill and the soil conditions for use as a parking lot should be confirmed.
- Toronto Region Conservation Authority (TRCA) Regulations – The Site is regulated by the TRCA. The area to the south of the existing paved space, which is where the expansion of the lot would occur, currently functions as a drainage swale. The impacts to the drainage and vegetation would need to be confirmed by TRCA.
- Hydro One Regulations – While provision of parking within a hydro corridor is an accepted precedent, in Toronto, any expansion of the parking in the Taylor Creek lot would be under the existing hydro wires and would therefore require approval from Hydro One Networks Inc (HONI) and following their guidelines for provision of uses in a hydro corridor.

In the event that additional parking capacity in Taylor Creek parking lot is deemed necessary it is recommended the City Staff review the above considerations in order to confirm the feasibility of expanding the parking in this lot.

5.4 HALDON AVE PARKING

There is the potential to provide some additional parking on the west side of Haldon Avenue through the creation of layby / perpendicular parking. There are portions of Haldon Avenue where the ground is level with the adjacent road where additional parking could be provided – either through increasing the paved space or by permitting parking to occur on the grass during the peak spring / summer seasons. Figure 3 below illustrates where additional parking could be achieved on the west side of Haldon Avenue.

FIGURE 3: POTENTIAL ADDITIONAL PARKING ALONG HALDON AVENUE



It is estimated the potential layby parking on Haldon Avenue could achieve an estimated 15-20 additional parking spaces. Note that City of Toronto Transportation Services will confirm the feasibility of implementing additional on-street lay-by parking on the west side of Haldon Avenue.

5.5 MAXIMIZE USE OF CURLING CLUB PARKING LOT

The East York Curling Club parking lot is located on the south side of Cosburn Avenue directly across from Stan Wadlow Park. It has approximately 72 spaces.

The East York Curling club parking lot is currently listed on the East York Baseball Association's website as a location for overflow parking. Combined with its proximity to Stan Wadlow Park it is likely that the Curling Club parking lot is utilized frequently during the spring / summer baseball season for some parking associated with Stan Wadlow Park. It is likely however that there is available parking in the East York Curling Club parking lot weekday evenings based on the projected demand for the entire Park which suggest that the entire weekday evening demand is currently largely accommodated by the current Trenton Avenue lot and Arena Parking lot. A preliminary estimate of the number of spaces that would be available in the Curling Club on weekdays and weekends during baseball season is in the order of 0 to 30 spaces with the lower end of the range occurring on weekends when the park is operating at full capacity and overflow parking is utilizing most of the available parking in the curling club lot.

Recognizing that the Curling Club is not active during the spring/summer baseball season, it is recommended that the City of Toronto maximize the use of the East York Curling Club parking lot during the spring/summer season. It is expected that there is some underutilized parking in the Curling Club lot and use of this parking will assist in accommodating any parking displaced by the elimination of the Trenton Avenue parking lot.

5.6 LONGER TERM OPPORTUNITIES FOR ADDING PARKING CAPACITY

The Parks and Recreation Facilities Master Plan (FMP) suggests future improvements to Stan Wadlow Park by replacing the Stan Wadlow Clubhouse with an improved community recreation centre and improving the Kiwanis Outdoor Pool facilities. The renovations are beyond PFR's 10 year Capital Plan but will offer the future opportunity to provide additional vehicle parking capacity for the park.

If necessary, opportunities to increase the vehicle parking capacity could be reviewed through the future building expansion / renovation projects. This could include expanding the parking lot in front of the clubhouse and arena as part of the future renovation / replacement of these facilities (as envisioned within the Parks and Recreation Facilities Master Plan in 2017). These opportunities should be explored further as a part of the future master planning for Stan Wadlow Park and through the planning / design of these facility expansions.

5.7 SUMMARY OF ADDITIONAL PARKING OPPORTUNITIES

Table 9 summarizes the various opportunities for creating new parking identified by BA Group.

TABLE 9 POTENTIAL ADDITIONAL PARKING OPPORTUNITIES

Location	Description	Potential Parking Created
New On Street Parking on east side of Cedarvale Ave	Create new on-street parking area on Cedarvale Avenue north of Clubhouse driveway after 6pm.	6-10 spaces
Ventnor Ave Parking Modification	Relocate parking to north side of street	5 spaces
Parkside Public School Parking Lot	Partner with TDSB to access Parkside Public School parking lot after 6pm on weekdays and on weekends.	33 spaces
D.A. Morrison Middle School Parking Lot	Partner with TDSB to access D.A. Morrison Middle School parking lot after 6pm on weekdays and on weekends.	50 spaces
Taylor Creek Trail Parking Expansion	Potential Expansion of Taylor Creek Trail parking lot under hydro corridor to increase supply and make existing lot more efficient.	30 spaces
Haldon Avenue Layby Parking	Create new layby parking on west side of Haldon Avenue next to park either through parking on grass or through formalized parking expansion.	15-20 spaces
Maximize Use of East York Curling Club	Maximize use of 72 spaces that exist in East York Curling Club during spring / summer season when curling club is not active.	0-30 spaces ¹
Total		139 to 178 spaces

Notes:

1. BA Group estimate of potential number of spaces that may be available within Curling Club lot during weekday evenings

In total BA Group has identified up to 139 to 178 spaces of potential additional parking capacity that could be created in the area.

Recognizing that not all of the opportunities will be required to replace the 75 spaces lost due to the elimination of the 21 Trenton Avenue parking lot, it is recommended that the City of Toronto review the above opportunities and determine which may be feasible for implementation.



6.0 TRANSPORTATION DEMAND MANAGEMENT

It is recommended that the City seek to further minimize the impact of eliminating the Trenton Avenue parking lot through implementing Transportation Demand Management (TDM) strategies. TDM Strategies are programs and infrastructure put into place to encourage a change in travel behaviour away from using personal automobiles. The elimination of the Trenton Avenue parking lot represents a good opportunity to implement TDM Strategies to reduce the demand for vehicle parking. The following TDM Strategies are recommended to be considered and implemented when the 21 Trenton Avenue parking lot is eliminated to reduce vehicle demand:

- developing a marketing / outreach program;
- increasing transit service for routes in the area that have good connectivity to the subway;
- adding more bicycle parking; and
- implementing a cost for parking at the arena and on-street around the park.

Marketing / Outreach

It is recommended that the City work with the various leagues that utilize the baseball fields and arena to develop an outreach program with marketing materials that highlight the available sustainable transportation alternatives such as cycling and public transit. The materials could be developed by the City and provided to the leagues for dissemination to the users at and during each hockey / baseball season. The outreach campaign could also be used to provide information on where overflow vehicle opportunities are for users who still choose to drive.

Increasing Transit

The City should consider increasing bus service on TTC bus routes 70, 87, 91, 93 and 404 that operate within walking distance of the park. Service increases would be tailored to accommodate the times when parking demand is highest which is estimated to be weekday evenings in spring/summer and on weekends in spring/summer.

Increasing Bicycle Parking

Recognizing the proximity to existing cycling lanes on Cosburn Avenue and Woodbine Avenue, it is recommended that additional bicycle parking be provided to encourage more users to cycle to the park. The new bicycle parking should be provided in a highly visible secure location to maximize its utilization. Increasing the bicycle parking facilities that are offered at the park would also increase the use of cycling as a transportation method to and from the park, which would reduce the parking demand generated.

The utilization of the existing Bike Share station at Stan Wadlow Park should be reviewed and additional capacity added to the bike station if the bike station is well used to ensure there is capacity to accommodate increased use when the parking lot is eliminated.

Implementing a Charge for Parking

The City should also consider implementing a charge for parking at the remaining arena parking lot and on the surrounding on-street parking areas in order to reduce the parking demand. Charging for parking is typically a very effective way of reducing the demand for parking and shifting users towards other modes of transportation. The charge would need to be implemented in conjunction with the implementation of an on-street parking permit program so that residents in the immediate area that currently rely upon on-street parking, can park without having to pay directly on an hourly / daily basis.

7.0 SUMMARY AND RECOMMENDATIONS

Introduction and Purpose

BA Group has been retained by CreateTO to provide parking advisory services with respect to the removal of the existing surface parking lot at 21 Trenton Avenue which currently serves Stan Wadlow Park. The parking lot at 21 Trenton Avenue, which has a capacity of 75 parking spaces, is being considered for redevelopment into an affordable housing project.

The purpose of the parking assessment was to estimate the current utilization of the parking lot (i.e. the site) and assess potential alternative parking locations in the area to service Stan Wadlow Park that could off-set the loss of the 75 spaces within the 21 Trenton Avenue parking lot.

Background

Stan Wadlow Park contains a large assortment of facilities which serve a mix of community needs. Many amenities are tailored to the community in the immediate area and these users are generally assumed to arrive on foot or by bicycle. Vehicle parking demand for Stan Wadlow Park is generated primarily by the park amenities that serve a broader geographic reach; namely the baseball diamonds, the East York Memorial Arena, Kiwanis Outdoor Pool and the clubhouse.

The parking lot at 21 Trenton Avenue contains 75 parking spaces. There are also 40 parking spaces located in front of the East York Memorial Arena for a total parking supply of 115 spaces for the park. There is also a 75 space parking lot on the south side of Cosburn Avenue across from the park which serves the Curling Rink. This parking lot also likely serves to augment the parking supply for Stan Wadlow Park when the curling rink is not active.

The City of Toronto 2017 Parks and Recreation Facilities Master Plan (FMP) recommends several upgrades and expansions of the facilities over the next several years. This includes a replacement of the Stan Wadlow Clubhouse, the redevelopment of the outdoor pool facility, and a potential replacement of the arena as a twin pad facility. Each of these redevelopment opportunities has the potential to increase parking demand at Stan Wadlow Park, as well as the availability of parking in the area.

Parking Demand Assessment

Due to COVID-19, data collection at the parking lot was not possible to observe parking demand in the area. Therefore in order to estimate the demand generated by Stan Wadlow Park, BA Group undertook a 'first principles' parking assessment based on the estimated occupancy of the park and park facilities.

The analysis indicates that there are three key periods of parking demand related to the Trenton Avenue lot. They are: a) weekday evenings and weekends in spring/summer when the baseball diamonds, pool, and clubhouse are active; b) September when baseball diamonds, arena, and clubhouse are active; and c) fall / winter when the baseball diamonds are not programmed.

The parking demand analysis suggests that the parking lot at 21 Trenton Avenue is very well used on most weekday evenings and frequently reaches capacity during the spring and summer months and in September. During these times demand is estimated to be 100 to 125 spaces which may modestly exceed the combined capacity available at the East York Memorial Arena parking lot and 21 Trenton Avenue parking lot of 115 spaces, indicating there is some overflow parking happening on area streets or the curling club parking lot.



On weekends during the spring/summer season and into September the estimated peak parking demand at Stan Wadlow Park and the other facilities is estimated to be in the range of 200 to 250 parking spaces. This level of demand is a conservative estimate of the peak demand assuming an infrequent occurrence when the baseball diamonds, the pool, and clubhouse are all fully occupied and programmed resulting in an overlapping demand. It is also noted that it is unlikely that baseball schedules will align such that all 7 baseball diamonds operate concurrently and therefore the estimated demand is considered conservative. However, in the instances when there is overlapping demand with the baseball fields and other facilities, the parking demand generated will significantly exceed the 75 spaces available in the Trenton Avenue parking lot and the 40 spaces available in the arena parking lot. This suggests that during these times there is already a significant reliance on area on-street parking and other adjacent parking facilities (e.g. the Curling Club parking lot) for accommodating overflow parking demand during the spring/summer weekend activities. As such the Trenton Avenue lot is estimated to reach capacity most weekends when baseball season is active (i.e. during the spring summer and into September).

During the late fall / winter months when the baseball diamonds are not active, it is estimated that there is little or no demand in the Trenton Avenue parking lot during the week as the 40 spaces in front of East York Memorial Arena is estimated to accommodate the typical weekday demands. During the weekends however, it is estimated that the arena parking demand will overflow to the Trenton Avenue parking lot. The estimated typical overflow weekend demand from the arena is estimated to be in the order of 15-20 spaces. There may also occasionally be a demand associated with the clubhouse in the order of 30-50 spaces which occurs sporadically throughout the year.

Assessment of Potential New Parking Opportunities

BA Group reviewed opportunities for increasing parking supply in the area to off-set the loss of the 75 spaces in the Trenton Avenue parking lot. These potential new spaces would augment the existing on-street parking capacity (estimated to be 85 spaces today) and the 40 spaces that exist in the arena parking lot.

The following opportunities for creating new parking were identified:

- Adjust parking regulations to increase on-street parking capacity in the area
- Permit after school use of Parkside Public School Parking Lot
- Permit after school use of D. A. Morrison Middle School Parking Lot
- Improve utilization or expand the Taylor Creek Trail Parking Lot
- Create new layby / perpendicular parking on Haldon Avenue

The above recommended additional parking could provide up to 155 spaces (approximately) of additional parking capacity in the area. Recognizing that not all of the opportunities will be required to replace the 75 spaces lost due to the elimination of the 21 Trenton Avenue parking lot, it is recommended that the City of Toronto review the above opportunities and determine which may be feasible for implementation.

In the long term there is also a potential to revisit the parking needs at Stan Wadlow Park through the planned future expansions to the park amenities as has been recommended in the 2017 City of Toronto Parks and Recreation Facilities Master Plan (FMP). Specifically the FMP calls for the future replacement of the clubhouse, the replacement of the outdoor pool, and the potential expansion of the East York Memorial Arena. These projects could consider implementing new parking capacity adjacent to the project footprint to accommodate the parking needs of the park.



Transportation Demand Management Considerations

It is recommended that the City implement several Transportation Demand Management (TDM) strategies in conjunction with the redevelopment of the 21 Trenton Ave parking lot to further mitigate the loss of the vehicle parking by reducing the demand for parking. The recommended strategies are:

- implementing a marketing / outreach campaign in conjunction with the baseball / hockey leagues to promote the use of sustainable transportation alternatives (cycling and public transit) to the members of the various leagues;
- increasing the transit service on routes 70, 87, 91, 93 and 404 during peak times (weeknights and weekends in spring/summer/September) to improve ridership;
- providing new bicycle parking facilities in highly visible secure locations;
- considering adding to the existing Bike Share location on the site; and
- implementing a charge for parking at the remaining arena parking lot and for the on-street parking in the area to reduce parking demand and shift users to other modes.

Implementation Considerations

Based on the foregoing to mitigate the loss of the Trenton Ave parking lot, the following is recommended:

- a. the City of Toronto / CreateTO investigate a partnership arrangement with the Toronto District School Board to allow after-school use of the Parkside Public School and D. A. Morrison Middle School parking lots;
- b. the City of Toronto review the feasibility of expanding the Taylor Creek Trail parking lot underneath the hydro line including reviewing implications with Hydro One and the Toronto Region Conservation Authority (TRCA);
- c. the City of Toronto review the feasibility of adding new on-street parking along the west side of Haldon Avenue next to the park either through creating formalized paved layby spaces or by allowing vehicles to park on the grass;
- d. the City of Toronto review the opportunity to implement new on-street parking zones on the east side of Cedarvale Avenue adjacent to the park after 6pm, including a potential relocation of the existing TTC bus stop to increase the potential parking capacity;
- e. the City of Toronto implement the recommended Transportation Demand Management strategies to reduce parking demand at the park to the extent possible; and
- f. the City review the opportunities for creating additional vehicle parking capacity in the medium to long term as part of the future planning for the upcoming upgrades planned for the Clubhouse, outdoor pool, and arena.

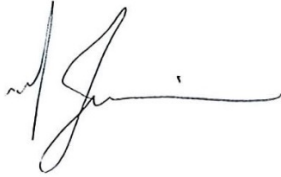


Overall, with the creation of some new parking capacity consistent with the opportunities identified herein, and the implementation of a robust Transportation Demand Management program, the removal of the 75 spaces in the 21 Trenton Avenue parking lot can be accommodated without a significant impact.

I trust the foregoing assessment is acceptable.

Sincerely,

BA Consulting Group Ltd.

A handwritten signature in black ink, appearing to read 'M. Jamieson', written over a horizontal line.

Mark D. Jamieson, P.Eng., MBA
Principal