



Councillor Justin J. Di Ciano

Ward 5 Etobicoke-Lakeshore

February 25, 2016

Vince Rodo, Office of the Chief Financial & Administration Officer
Councillor Josh Colle, Chair, Toronto Transit Commission
1900 Yonge Street Toronto, ON M4S 1Z2

Re: Islington Station Commuter Parking Lot

Summary:

In 2009, the TTC began charging Metropass users \$3 to park at commuter parking lots, including those at Islington Station. In the ensuing months, demand for parking decreased as a result of the change in policy. Shortly thereafter, the TTC determined that the Cordova and Main lot were being underutilized and Build Toronto requested that the lot be transferred to them for redevelopment opportunities (see April 27, 2009 Board Report).

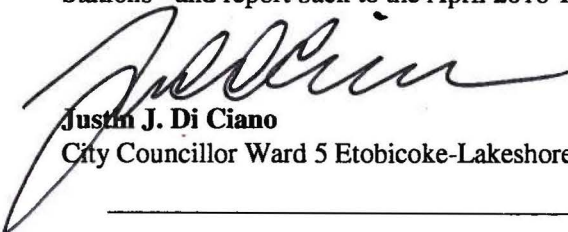
In 2012, Build Toronto sold the Islington Cordova property to Tridel who plan on constructing a condominium tower. The agreement stipulated that the property could be used as a parking lot until Tridel was ready to construct. Tridel provided such notice and the Cordova parking lot will close on February 29, 2016. According to communications with Build Toronto, the Islington Main lot is also to be closed in 2019. The end result will be a total loss of 1050 parking spaces out of 1450 spots at Islington Station.

It is important to note that Kipling Station will also be undergoing extensive redevelopment for the new Metrolinx Mobility Hub/Interregional Terminal. Given that the number of parking spots at this location will *also* be substantially decreased to accommodate the construction, it is my concern and that of my fellow Etobicoke Councillor colleagues, that the lack of parking at these two integral points into the TTC, will not only affect the amount of TTC commuters being fed into the system, but will also severely impact the already existing traffic and gridlock in this area. The main concern here is the lack of parking for commuters on the western portion of Line 2, and the continued/anticipated removal of commuter parking with no concrete mitigation strategy or accommodation for two of the largest western commuter stations. Islington and Kipling Stations serve as major connecting points into the TTC system not only for Etobians, but for those who travel into the City for work from neighbouring municipalities. With more Torontonians moving into the peripheries of the City, the need for commuter parking at subway terminus points will continue to exist, particularly if the TTC is looking to increase ridership capture riders from outside of the downtown core.

According to the December 13, 2013 TTC Board report, "...accommodation of commuter parking is required in the long term which may necessitate future requirements for parking lot expansion..." indicating that the TTC recognizes the need for commuter parking in the immediate and long-term.

Recommendation:

The Chief Executive Officer reaffirm the TTC's support of and need for commuter parking, particularly at the subway terminus points and formulate a contingency plan, in conjunction with Toronto Parking Authority and BUILD Toronto, to address the substantial decrease in parking on the western portion of Line 2 – with a focus on Islington and Kipling Stations - and report back to the April 2016 TTC Board meeting on mitigation options.





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