



**STAFF REPORT  
ACTION REQUIRED**

**Hazelton Avenue – Commercial Loading Zone**

<b>Date:</b>	November 12, 2007
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services Toronto and East York District
<b>Wards:</b>	Toronto Centre-Rosedale, Ward 27
<b>Reference Number:</b>	Ts07236te.top.doc

**SUMMARY**

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

Transportation Services is seeking authority to establish a commercial loading zone on the east side of Hazelton Avenue north of Scollard Street. The introduction of the commercial loading zone will provide for the loading/unloading of goods to the local businesses on Hazelton Avenue at all times.

**RECOMMENDATIONS**

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**Transportation Services recommends that Toronto and East York Community Council:**

1. designate a commercial loading zone to operate at all times, on the east side of Hazelton Avenue, from Scollard Street to a point 65.5 metres further north;
2. rescind the current 30 minute parking from 8:00 a.m. to 8:00 p.m. on the east side of Hazelton Avenue from a point 15 metres north of Yorkville Avenue to a point 15 metres south of Scollard Street;
3. rescind the current 12 hour parking from 8:00 p.m. of one day to 8:00 a.m. of the next following day on the east side of Hazelton Avenue from a point 15 metres north of Yorkville Avenue to a point 15 metres south of Scollard Street; and

4. adjust the one hour parking from 8:00 a.m. to 6:00 pm regulation on the east side of Hazelton Avenue from Yorkville Avenue to Davenport Road, to apply from a point 65.5 metres north of Scollard Street to Davenport Road.

### **Financial Impact**

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Division 2007 Operating Budget	\$500.00

### **ISSUE BACKGROUND**

Toronto East York Community Council on September 10, 2007 adopted Item TE8.113 without amendment and in doing so approved a two-way conversion of Hazelton Avenue from Yorkville Avenue to Scollard Street and also approved the following parking amendments on this block:

- no stopping at all times on the west side; and
- no parking at all times on the east side.

These changes were required in association with the opening of Hotel Hazelton.

As a result of the parking prohibition implemented on the east side of the street, vehicles with a valid disabled parking permit and vehicles engaged in loading/unloading activities were parking and obstructing two-way traffic flow. These vehicles/activities are exempt from the “No Parking Anytime” prohibition.

To address the above noted parking issue, Toronto East York Community Council on October 30, 2007 in considering a Member Motion from Councillor Kyle Rae adopted Item TE10.48 without amendment and in doing so approved changing the “No Parking Anytime” regulation on the east side of Hazelton Avenue between Yorkville Avenue and Scollard Street to a “No Standing Anytime” regulation to help facilitate unobstructed two-way traffic flow and also requested the Director of Transportation Services to report on establishing a “Commercial Loading Zone” on the east side of Hazelton Avenue, north of Scollard Street and on the south side of Scollard Street, east of Hazelton Avenue to accommodate the delivery needs of businesses.

### **COMMENTS**

#### **Scollard Street**

Scollard Street, between Hazelton Avenue and Bay Street, is classified as a local street, operating one-way westbound on a pavement width of 6.4 metres. The posted speed limit is 40 km/h.

The following parking controls are in effect on Scollard Street, between Hazelton Avenue and Bay Street:

#### North Side:

- No Standing Anytime.

#### South Side:

- Pay and Display parking operates from 7 a.m. to midnight; and
- Parking is prohibited from 12:01 a.m. to 7:00 a.m. except by permit.

In order to accommodate a “Commercial Loading Zone” on the south side of Scollard Street, just east of Hazelton Avenue, approximately three to four permit parking spaces would be eliminated as a result. According to permit parking statistics, there are currently 41 permits issued on this block and only 21 parking spaces available. There are 540 parking permits issued area wide and 536 on-street parking spaces available. Based on these statistics, establishing a “Commercial Loading Zone” on this section of Scollard Street would negatively impact local residents and permit parking holders.

Transportation Services staff, in consultation with Councillor Rae, agreed that this section of Scollard Street would not be a suitable candidate for a “Commercial Loading Zone” because of the loss in permit parking spaces and should not be further considered at this time.

#### **Hazelton Avenue**

Hazelton Avenue, between Scollard Street and Davenport Road, is classified as a local street, operating one-way northbound on a pavement width of 6.4 metres. The posted speed limit is 40 km/h.

The following parking regulations are currently in effect on this section of Hazelton Avenue:

#### West side

- parking is prohibited at all times.

#### East Side

- parking is allowed for a maximum period of one hour from 8:00 a.m. to 6:00 p.m.;
- parking is prohibited from 12:01 a.m. to 7:00 a.m. except by permit; and
- parking is prohibited at all times from Scollard Street to a point 65.5 metres further north.

It is possible to establish a “Commercial Loading Zone” within the current 65.5 metre long “No Parking Anytime” section located on the east side of Hazelton Avenue, just north of Scollard Street. This proposal will result in no loss of residential on-street parking, and unobstructed traffic flow should also be maintained due to the one-way northbound operation currently in place on this block. It should be noted that a “Commercial Loading Zone” is a public facility, which may be used by anyone for the purpose of and while actually engaged in loading or unloading merchandise and no one has exclusive rights to the loading zone.

During the course of our investigation it was revealed that certain traffic regulations outlined in the Traffic By-law no longer apply to this street. Accordingly, Recommendations 2, 3, and 4 above are meant to correct these anomalies.

## **CONTACT**

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## **SIGNATURE**

Andrew Koropeski, P. Eng.  
Director, Transportation Services

## **ATTACHMENTS**

Drawing No. 421F-9130, dated November 2007

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