



**STAFF REPORT
ACTION REQUIRED**

Scollard Street, west of Bay Street – proposed changes to parking and traffic operations

Date:	April 16, 2008
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Toronto Centre–Rosedale, Ward 27
Report Number:	Ts08070te.top.doc

SUMMARY

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

Transportation Services is requesting Community Council’s approval to introduce various changes to the parking regulations and traffic operations on Scollard Street between Bay Street and a point 30 metres west. These changes are stipulated in Site Plan Application No. 03 180385 STE 27 SA in association with the development of 1280 & 1290 Bay Street and 79 Scollard Street to enhance access to/from the development via Scollard Street and to prevent traffic infiltration.

RECOMMENDATIONS

Transportation Services recommends that Toronto and East York Community Council:

1. Prohibit northbound left turns to Scollard Street at all times from the driveway located 26 metres west of Bay Street.
2. Approve the following changes upon removal of the temporary staging area currently in place on Scollard Street:
 - (a) rescind the regulation authorizing the operation of parking machines between 7:00 a.m. and 12:00 midnight for a maximum period of 3 hours at a rate of \$2.50 per hour on the south side of Scollard Street from Bay Street to Hazelton Avenue;

- (b) rescind the “No Standing Anytime” regulation on the north side of Scollard Street between Bay Street and Hazelton Avenue;
- (c) rescind the regulation authorizing Permit Parking between 12:01 a.m. to 7:00 a.m., daily on the south side of Scollard Street from Bay Street to Hazelton Avenue;
- (d) adjust the current one-way westbound operation on Scollard Street from Bay Street to Hazelton Avenue to operate from a point 30 metres west of Bay Street to Hazelton Avenue;
- (e) prohibit stopping at all times on both sides of Scollard Street from Bay Street to a point 30 metres west;
- (f) prohibit standing at all times on the north side of Scollard Street from a point 30 metres west of Bay Street to Hazelton Avenue;
- (g) authorize the operation of parking machines between 7:00 a.m. and 12:00 midnight for a maximum period of 3 hours at a rate of \$2.50 per hour on the south side of Scollard Street from a point 30 metres west of Bay Street to Hazelton Avenue; and
- (h) prohibit parking except by permit between 12:01 a.m. to 7:00 a.m., daily on the south side of Scollard Street from a point 30 metres west of Bay Street to Hazelton Avenue.

Financial Impact

There is no financial impact on the City. All costs associated with the implementation of the left-turn prohibition and the two-way conversion of Scollard Street (Bay Street to a point 30 metres west), will be paid by the developer.

As a result of the proposed stopping prohibition needed for the two-way conversion of Scollard Street (Bay Street to a point 30 metres west), the Toronto Parking Authority estimates loss of annual revenue associated with the removal of five pay-and-display parking spaces would be approximately \$55,000.00.

DECISION BACKGROUND

At its meeting held on April 16, 17 and 18, 2002, Toronto City Council gave consideration to Clause No. 3 contained in Report No. 4 of the Toronto East York Community Council headed “Draft By-laws – Official Plan Amendments and Rezoning – 1280 & 1290 Bay Street and 79 Scollard Street (Toronto Centre-Rosedale, Ward 27)”. This report reviewed and recommended approval of the application to amend the Official Plan and Zoning By-laws for a 141 unit building at 1280 & 1290 Bay Street and 79 Scollard Street.

Council amended and adopted this Clause, and by doing so, directed that, subject to Scollard Street becoming two-way from Bay Street to the entrance of this development (located approximately 26 metres west of Bay Street); egress from the site onto Scollard Street be restricted by means of a “no left-turn” prohibition and any other turning prohibitions and road improvements deemed appropriate; and all costs associated with the conversion of this portion of Scollard Street and turning prohibitions be paid for by the applicant.

At its meeting held on May 23, 24 and 25, 2006, Toronto City Council gave consideration to Clause 32 contained in Report No. 4 of the Toronto and East York Community Council headed “Temporary Road Occupation to Accommodate Construction Staging Area – 80 and 100 Yorkville Avenue (Ward 27-Toronto Centre-Rosedale)”. This report recommended establishing temporary pedestrian walkways within the curb lane on Yorkville Avenue and to implement temporary two-way traffic operations on Scollard Street from Bay Street to a point 89.5 metres further west to facilitate the Granleigh Construction Limited development.

COMMENTS

The site consists of three lots municipally known as 1280 and 1290 Bay Street (on the west side of Bay Street) and 79 Scollard Street (on the south side of Scollard Street). The proposed development is bounded by Bay Street to the west, Yorkville Avenue to the south and Scollard Street to the north. The development itself is a 141 unit mixed-use building containing a total floor area of 14,750 square metres with retail uses on the ground floor. The building will consist of an 18 storey tower at the northwest corner of Bay Street/Yorkville Avenue. Parking for 128 vehicles is provided in a 3-level underground garage. Access to the underground parking will be provided via a two-way, north/south driveway off of Scollard Street.

Scollard Street, between Bay Street and Hazelton Avenue is classified as a local roadway operating one-way westbound on a pavement width of 6.4 metres. The posted speed limit is 40km/h. There is no transit service on Scollard Street. The following parking regulations are in effect on this section of Scollard Street:

North Side:

- standing is prohibited at all times.

South Side:

- pay and display parking is allowed between 7:00 a.m. and 12:00 midnight for a maximum period of 3 hours; and
- parking is not allowed except by permit between 12:01 a.m. to 7:00 a.m., daily.

Of note, due to on-going construction on Scollard Street, west of Bay Street, it was necessary to convert Scollard Street to a two-way operation from Bay Street to a point 89 metres further west. As a result, stopping was also prohibited at all times on this section of Scollard Street to help maintain unobstructed two-way traffic flow. Upon completion

of this work (November/2008), this section of Scollard Street will revert to the parking regulations noted in the above Recommendations.

As part of the Site Plan Approval process to enhance access to/from this development via their driveway on Scollard Street, City Council approved the conversion of Scollard Street (Bay Street to a point 30 metres west) from a one-way westbound operation to a two-way operation. In conjunction with this two-way conversion, stopping must be prohibited at all times on the north and south sides of Scollard Street (Bay Street to a point 30 metres west) to keep the street free of parked vehicles and provide unobstructed traffic flow. As a result, five pay-and-display and permit parking spaces will be eliminated.

In addition, northbound left turns will be prohibited at all times from the subject driveway on Scollard Street to prevent traffic infiltrating the neighbourhood to the west (Hazelton Avenue). A “Stop” sign for eastbound traffic will be established on Scollard Street, at Bay Street, to control right-of-way and enhance operational safety at this intersection.

Construction is completed and a representative of the developer has contacted staff requesting to have the necessary by-law enacted to implement the required turn prohibition.

CONTACT

Joe Gallippi, Transportation Technologist
Traffic Operations, Toronto and East York District
Phone: 416-338-5404
Fax: 416-392-1920
e-mail: jgallipp@toronto.ca

SIGNATURE

Andrew Koropeski, P.Eng.
Director, Transportation Services

ATTACHMENTS

Drawing No. 421F-9266, dated April 2008

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