



STAFF REPORT ACTION REQUIRED

Road Alteration – Bay Street, between Yorkville Avenue and Cumberland Street

Date:	April 30, 2013
To:	City Council
From:	General Manager, Transportation Services
Wards:	Toronto Centre-Rosedale, Ward 27
Reference Number:	P:\2013\Cluster B\TRA\Toronto and East York District\TOP\cc2013104te.top.doc

SUMMARY

Bay Street, between Bloor Street West and Davenport Road, has been scheduled for reconstruction as part of the 2013 Capital Works Program. As part of this project, it was proposed that the existing lay-by on the west side of Bay Street, between Yorkville Avenue and Cumberland Street, be removed. This removal would affect the operation of a valet parking service for Pusateri's, a tenant in the building adjacent to this lay-by. At the request of City Council, Transportation Services has considered options to enable the valet service to continue while improving the environment for pedestrians.

The purpose of this report is to seek direction from City Council on the preferred action for removal or modification of this lay-by.

RECOMMENDATIONS

Transportation Services recommends that:

1. City Council approve the sidewalk alteration to modify the lay-by on Bay Street, between Davenport Road and Bloor Street West, generally as shown on Drawing No. 421G-1076, dated April 2013, attached to the April 30, 2013 report entitled "Road Alteration – Bay Street, between Yorkville Avenue and Cumberland Street", from the General Manager, Transportation Services.

FINANCIAL IMPACT

The cost for the roadway modifications on Bay Street, between Yorkville Avenue and Cumberland Street, have been allocated in the Transportation Services 2013 Capital Budget under Contract No. 13TE – 15RD.

DECISION HISTORY

Item No. TE21.58, from Acting Director, Transportation Services, Toronto and East York District, entitled "Road Alteration – Bay Street, between Davenport Road and Bloor Street West" was considered by Toronto and East York Community Council on January 22, 2013. Toronto and East York Community Council referred this matter to City Council without recommendations to be considered by City Council on February 20, 2013.

City Council at its meeting on February 20, 2013, adopted Item No. TE21.58 with an amendment referring the proposed road and sidewalk alteration (i.e. removal of the lay-by) on the west side of Bay Street, from a point 20.7 metres south of Yorkville Avenue and a point 25 metres further south, generally as shown on Drawing No. 421G-0803 dated August 2012 attached to the report (December 17, 2012) from the Acting Director, Transportation Services, Toronto and East York District entitled "Road Alteration – Bay Street, between Davenport Road and Bloor Street West", to the General Manager, Transportation Services, with a request that the General Manager, Transportation Services give consideration of alternative design solutions in consultation with the affected stakeholders and report back directly to the City Council meeting of March 21, 2013 on the results of this review and consultation.

Subsequently, at its meeting, on March 21, 2013, City Council directed the General Manager, Transportation Services to report to the May 7, 2013 City Council meeting on the results of the review and consultation on alternative design solutions to removal of the existing lay-by on the west side of Bay Street, just south of Yorkville Avenue. (Item CC31.1)

COMMENTS

Transportation Services staff have reviewed a report produced by a Lea Associates, a consultant firm retained by Pusateri's, which presented and evaluated options for provision of a valet parking service for Pusateri's. The options presented in this report were also discussed at a meeting attended by Councillor Wong-Tam, and representatives of Pusateri's, Minto, Lea Associates, the Greater Yorkville Residents Association, ABC Resident Ratepayers Association, Yonge Bay Bloor Business Association, Walk Toronto, and Transportation Services.

The options that were considered and reviewed are as follows:

1. Status quo (retain the lay-by as is)
2. Develop lay-by on the south side of Yorkville Ave, west of Bay Street.

3. Use the Minto residential driveway, off Genoa Street at the rear of the building, for Valet parking
4. Use the rear laneway (Genoa Street) for Valet parking
5. Continue Valet Parking on Bay without a lay-by
6. Modify existing lay-by by integrating the lay-by with the boulevard, for use by Valet service and pedestrians

After deliberations, it was concluded that the Options 3 and 6 were the only viable options. The pedestrian space on Yorkville Avenue is already limited, the rear laneway provides access for a variety of uses and is often congested; and stopping should not be allowed within the bike lane on Bay Street.

Option 6 Integrated lay-by

Integrating the lay-by within a "flexible" boulevard, with a mountable curb and bollards to delineate the lay-by area, was recommended by Lea Associates. This option provides additional pedestrian space after hours, and pedestrians can use the lay-by area when no vehicles are present (shared space). Valet services can be retained.

Transportation Services staff agree that this option is feasible. However, pedestrian space improvements would be limited, and it does not address concerns of conflicts between cyclists and vehicles accessing the lay-by. There is also concern that daily relocation of bollards or similar devices would be required.

Those consulted had concern with the safety of a lay-by as a shared space, the reliability of Pusateri's valets to move bollards, and the fact that the improvement to pedestrian space would only be after business hours and not when the pedestrian demand is greatest.

Option 3 Use of residential driveway for Valet parking

There is a circular driveway at the rear of the building, accessed from Genoa Street, which is used for pickup and drop-off for residents. The general preference, by those consulted, was that this circular driveway be used for the Valet parking. It enables complete removal of the lay-by from Bay Street.

However, Minto (the property owner) and Pusateri's is concerned that this option is not practical or functional and would disrupt the residential access to the building. There is no access to the Pusateri's store from this driveway.

Compromise option – reduce length and width of existing lay-by

During further discussion at the consultation meeting, a compromise solution was developed, which maintains a lay-by on Bay Street. This option is shown on the attached drawing No. 421G-1076, dated April 2013. The narrowing of the lay-by lane increases the sidewalk width by 0.5m in the section with the lay-by, while allowing valet parking to continue in a shortened lay-by. Combined with a commitment of Pusateri's to relocate existing planters, this will increase the functional width of the sidewalk by in the section of greatest concern by nearly 1.0m.

CONTACT

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SIGNATURE

Stephen Buckley
General Manager, Transportation Services

LIST OF ATTACHMENTS

- (1) Drawing Nos. 421G-0803, dated August 2012
- (2) Drawing Nos. 421G-1076, dated April 2013

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