



**STAFF REPORT
ACTION REQUIRED**

Bus Parking Zones – Armoury Street and Chestnut Street

Date:	October 7, 2013
To:	Toronto and East York Community Council
From:	Director, Transportation Services, Toronto and East York District
Wards:	Toronto Centre - Rosedale, Ward 27
Reference Number:	Ts2013206te.top.doc

SUMMARY

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

Queen Street West and Bay Street will be affected by construction this year until the middle of 2014 as part of Phase 3 of the Nathan Phillips Square Revitalization Project involving road and sidewalk modifications on the north side of Queen Street West, between Bay Street and the City Hall parking garage entrance and exit. As a result of this construction work, the amount of parking space along this section of Queen Street West for tour buses will be greatly diminished. As an alternative measure, Transportation Services is seeking authority to allow temporary bus parking on Armoury Street and Chestnut Street.

RECOMMENDATIONS

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

1. Rescind the existing Pay & Display parking, operating for a maximum period of three hours from 8:00 a.m. to 9:00 p.m. Monday to Saturday, and from 1:00 p.m. to 9:00 p.m. Sunday, on the north side of Armoury Street, between Centre Avenue and Chestnut Street.
2. Rescind the existing Pay & Display parking, operating for a maximum period of three hours from 8:00 a.m. to 9:00 p.m. Monday to Saturday, and from 1:00 p.m. to

9:00 p.m. Sunday, on the west side of Chestnut Street, between a point 29 metres north of Armoury Street and a point 41 metres further north.

3. Enact a "Bus Parking Zone" for a maximum of two hours on the north side of Armoury Street, between a point 23 metres west of Chestnut Street and a point 42 metres further west.
4. Enact a "Bus Parking Zone" for a maximum of two hours on the west side of Chestnut Street, between a point 28 metres north of Armoury Street and a point 42 metres further north.
5. Direct that the traffic and parking regulations on Armoury Street and Chestnut Street be returned when the revitalization project is complete on Queen Street west, between Bay Street and the City Hall parking garage entrance and exit.

Financial Impact

Funds to undertake the necessary signage adjustments in the estimated amount of \$1500.00 are contained in the Transportation Services Division 2013 Operating Budget.

ISSUE BACKGROUND

Economic Development and Culture Division, on behalf of the Ontario Motor Coach Association, has requested Transportation Services to find alternative locations for bus parking in the vicinity of City Hall, on a temporary basis, until all the construction phases of Nathan Phillips Square Revitalization Project, along the north side of Queen Street West, have been completed.

COMMENTS

We have investigated the feasibility of delineating additional parking spaces on several streets in the vicinity of City Hall exclusively for use by buses, to address a demand for short-term parking by buses as a result of the construction on the north side of Queen Street West in the vicinity of City Hall.

The demand for on-street parking in the downtown area is significant and pay-and-display parking has been implemented at most locations where parking is feasible, leaving few options to allow parking by buses. Nevertheless, we have identified two locations that are deemed suitable for parking buses within very close proximity to City Hall.

Location 1 – Armoury Street, north side, between Centre Avenue and Chestnut Street

Armoury Street, between Centre Avenue and Chestnut Street, operates two-way (eastbound and westbound), is classified as a collector roadway, and has a pavement width of 12.8 metres. The speed limit on Armoury Street is 50km/h. There is no TTC transit service on Armoury Street. A pedestrian crossover is located on Armoury Street, between University Avenue and Chestnut Street, at Centre Avenue.

The signed parking regulations on Armoury Street, between Centre Avenue and Chestnut Street are as follows:

North Side:

- Pay & Display parking operates for a maximum period of three hours from 8:00 a.m. to 9:00 p.m. Monday to Saturday, and from 1:00 p.m. to 9:00 p.m. Sunday; and
- Maximum 3-hour parking at all other times.

South Side:

- Standing is prohibited at all times from University Avenue to Chestnut Street.

Based on our review, we suggest that a “Bus Parking Zone”, be delineated on the north side of Armoury Street, from a point 23 metres west of Chestnut Street to a point 42 metres further west, generally replacing the existing "Pay-and-Display" area. This area is shown on the attached print of Drawing No. 421G-1222, dated October, 2013, and would provide a parking area for three tour buses.

Location 2 – Chestnut Street, west side, between Armoury Street and Dundas Street West

Chestnut Street, between Armoury Street and Dundas Street West, operates two-way (northbound and southbound), is classified as a collector roadway, and has a pavement width of 12.8 metres. The speed limit on Chestnut Street is 50km/h. There is no TTC transit service on Chestnut Street. The intersection of Chestnut Street and Armoury Street is controlled by all-way stop signs.

The signed parking regulations on Chestnut Street, between Armoury Street and Dundas Street West are as follows:

West Side:

- Pay & Display parking operates for a maximum period of three hours from 8:00 a.m. to 9:00 p.m. Monday to Saturday, and from 1:00 p.m. to 9:00 p.m. Sunday; and
- Maximum 3-hour parking at all other times where parking is allowed.

East Side:

- Parking is prohibited at all times from Armoury Street to Dundas Street West.

Based on our review of this location, we suggest that a “Bus Parking Zone”, be delineated on the west side of Chestnut Street, from a point 28 metres north of Armoury Street to a point 42 metres further north, generally replacing the existing "Pay-and-Display" area. This area is also shown on the attached print of Drawing No. 421G-1222, dated October, 2013, and would provide a parking area for three buses.

Both proposed locations are of particular importance to facilitate parking by buses in proximity to City Hall. Toronto City Hall is recognized for its unique architectural design and generates frequent visits by motor coach tour groups throughout the year, but particularly during summer and fall months. To promote turnover and equitable use of the parking spaces by motor coach tour groups, parking should be restricted to a maximum period of 2 hours at all times.

Based on our assessment, parking spaces for use exclusively by buses could be delineated at the locations outlined in this report without adversely impacting traffic operations or safety. This would establish a total of 6 new temporary parking spaces for buses in close proximity to City Hall and many of the other major venues that generate visits by bus tours. This parking proposal would result in the temporary loss of approximately 13 "Pay and Display" parking spaces. We will closely monitor the construction process on the north side of Queen Street West and reinstate the "Pay-and-Display" parking once construction has been completed in 2014.

CONTACT

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SIGNATURE

Jacqueline White, P.Eng.
Director, Transportation Services
Toronto and East York District

LIST OF ATTACHMENTS

(1) Drawing No. 421G-1222, dated October 2013

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