

Construction Staging – James Street

Date: March 8, 2017
To: Toronto and East York Community Council
From: Acting Director, Transportation Services, Toronto and East York District
Wards: Ward 27, Toronto Centre-Rosedale

SUMMARY

This staff report is about a matter that Community Council has delegated authority to make a final decision provided that it is not amended so that it varies with City policy or by-laws.

PCL Construction is replacing the existing bridge linking Toronto Eaton Centre to the north and The Hudson's Bay Company building to the south over Queen Street West. Construction of the new pedestrian bridge will require street occupation on James Street, from Queen Street West to Albert Avenue. In addition, parking amendments on Albert Street will be required to facilitate safe and efficient outbound manoeuvres of heavy vehicles at the site access.

To enable construction of the pedestrian bridge, Transportation Services is requesting approval to close the west sidewalk and portion of the northbound lane on James Street, as well as the removal of two taxicab stand spaces on the north side of Albert Street and on the west side of James Street, for a period of 4 months.

RECOMMENDATIONS

The Acting Director, Transportation Services, Toronto and East York District recommends that:

1. Toronto and East York Community Council approve the closure of the sidewalk and 8.1 metres of the northbound lane on the west side of James Street, between Queen Street West and Albert Street, from April 24, 2017 to August 31, 2017.
2. Toronto and East York Community Council rescind the existing "Pay & Display" parking regulation on the east side James Street, between Queen Street West and a point 30 metres south of Albert Street.

3. Toronto and East York Community Council rescind the existing standing prohibition in effect at all times on the east side of James Street, between a point 22 metres south of Albert Street and Albert Street.
4. Toronto and East York Community Council rescind the existing parking prohibition in effect at all times on the east side of James Street, between a point 59 metres north of Queen Street West and point 12 metres further north.
5. Toronto and East York Community Council rescind the existing taxicab stand in effect at all times on the west side of James Street, between a point 20.9 metres north of Queen Street West and a point 14.7 metres further north.
6. Toronto and East York Community Council rescind the existing "Pay & Display" parking regulation on the west side James Street, between Queen Street West and Albert Street.
7. Toronto and East York Community Council rescind the existing maximum one-hour parking limit in effect from 8:00 a.m. to 6:00 p.m., daily, on both sides of James Street, between Queen Street West and Albert Street.
8. Toronto and East York Community Council rescind the existing taxicab stand in effect at all times on the north side of Albert Street, between a point 23 metres west of James Street and a point 12.8 metres further west.
9. Toronto and East York Community Council prohibit stopping at all times on both sides of James Street, between Queen Street West and Albert Street.
10. Toronto and East York Community Council prohibit stopping at all times on the north side of Albert Street, between James Street and a point 27 metres east.
11. Toronto and East York Community Council direct the applicant to post a 24-hour monitored construction hotline number on the hoarding board, which must be prominently placed and legible from 20 metres and on all elevations from the construction site.
12. Toronto and East York Community direct the applicant to provide and install public art, including mural artwork, onto every elevation of the hoarding board with adequate spotlighting for night-time illumination, at their sole cost, to the satisfaction of the Ward Councillor.
13. Toronto and East York Community direct that James Street be returned to its pre-construction traffic regulations when the project is completed.
14. Toronto and East York Community direct that Albert Street be returned to its pre-construction traffic regulations when the project is completed, with the exception of the maximum one-hour parking regulation on both sides of James Street and the taxicab stand regulation on the north side of Albert Street.

15. Toronto and East York Community Council designate a taxicab stand to be in effect at all times on the north side of Albert Street, between James Street and a point 27 metres east.

FINANCIAL IMPACT

There is no financial impact on the City. PCL Construction is responsible for all costs, including payment of fees to the City for the occupancy of the right-of-way. Based on the area enclosed and projected term of the closure, these fees will be approximately \$425,000.

DECISION HISTORY

Toronto and East York Community Council, at its meeting on February 23, 2016, adopted Item TE14.67 requesting permission to replace the existing pedestrian bridge over Queen Street West, connecting Toronto Eaton Centre to the north and The Hudson's Bay Company building to the south.

COMMENTS

PCL Construction is replacing the existing pedestrian bridge over Queen Street West, connecting Toronto Eaton Centre to the north and The Hudson's Bay Company building to the south. In order to facilitate construction of the new bridge, the applicant requires a construction staging area within the road allowance on the west side of James Street.

James Street, between Queen Street West and Albert Avenue is a local road that operates one-way northbound, on a pavement width of 12.6 metres. Sidewalks are located on both sides of the roadway. There is no TTC service on James Street.

The parking regulations on the subject section of James Street are as follows:

West side:

- "Pay & Display Parking, 8:00 a.m. to 9:00 p.m., Monday to Saturday; and 1:00 p.m. to 9:00 p.m. Sunday", between Queen Street West and Albert Street;
- "Maximum One-Hour Parking, 8:00 a.m. to 6:00 p.m., daily", between Queen Street West and Albert Street; and
- "Taxicab Stand, Anytime", between a point 20.9 metres north of Queen Street West and a point 14.7 metres further north.

East side:

- "Pay & Display Parking, 8:00 a.m. to 9:00 p.m., Monday to Saturday; and 1:00 p.m. to 9:00 p.m. Sunday", between Queen Street West and a point 30 metres south of Albert Street;
- "No Parking, Anytime", between a point 59 metres north of Queen Street West and a point 12 metres further north;
- "No Standing, Anytime", between a point 22 metres south of Albert Street and Albert Street; and
- "Maximum One-Hour Parking, 8:00 a.m. to 6:00 p.m., daily", between Queen Street West and Albert Street.

Albert Street, between Bay Street and James Street Avenue is a local road that operates one-way westbound, on a pavement width of 9.3 metres. Sidewalks are located on both sides of the roadway. There is no TTC service on James Street.

The parking regulations on the subject section of James Street are as follows:

North side:

- "Taxicab Stand, Anytime, except 4:00 p.m. to 6:00 p.m., Monday to Friday", between a point 30 metres east of Bay Street and a point 20 metres further east;
- "Taxicab Stand, Anytime", between a point 23 metres west of James Street and a point 12.8 metres further west;
- "No Parking, Anytime", between a point 29 metres east of Bay Street and a point 3 metres further east; and
- "Pay & Display Parking, 8:00 a.m. to 9:00 p.m., Monday to Saturday; and 1:00 p.m. to 9:00 p.m. Sunday", between James Street and Bay Street.

South side:

- "No Stopping, Anytime", between a point 28.3 metres east of Bay Street and James Street.

During a site investigation, it has been revealed that that the taxicab stand parking regulation on the north side of Albert Street, between a point 23 meters west of James Street and a point 12.8 metres further west do not match with the on-street signage. Therefore, in order to ensure that there are no issues with regards to enforcement of the signage, the parking regulation will be amended to operate between James Street and a point 27 metres west, subsequent to the completion of pedestrian bridge.

The construction staging operation on James Street will take place within the existing boulevard and the partial lane on James Street. If the construction staging area on James Street is approved, 8.1 metres of the northbound lane and sidewalk on the west side of James Street will be closed. Pedestrians will be redirected to an adjacent 2.0 metre sidewalk within the boulevard area west of the existing sidewalk. The remaining pavement width of 4.5 metres will maintain one-way traffic operations on James Street. To enhance traffic flow around the construction staging area, stopping will be prohibited during all times along James Street, between Queen Street West and Albert Street. On Albert Street, the removal of two taxicab stand spaces will facilitate safe and efficient outbound manoeuvres of heavy vehicles at the site access.

PCL Construction will be responsible for the lost revenue for 19 "Pay and Display" parking spaces on the both sides of the subject section of James Street. Additionally, this will result in the loss of two taxicab stand spaces on James Street.

Councillor Kristyn Wong-Tam has been advised of the recommendations of this staff report.

CONTACT

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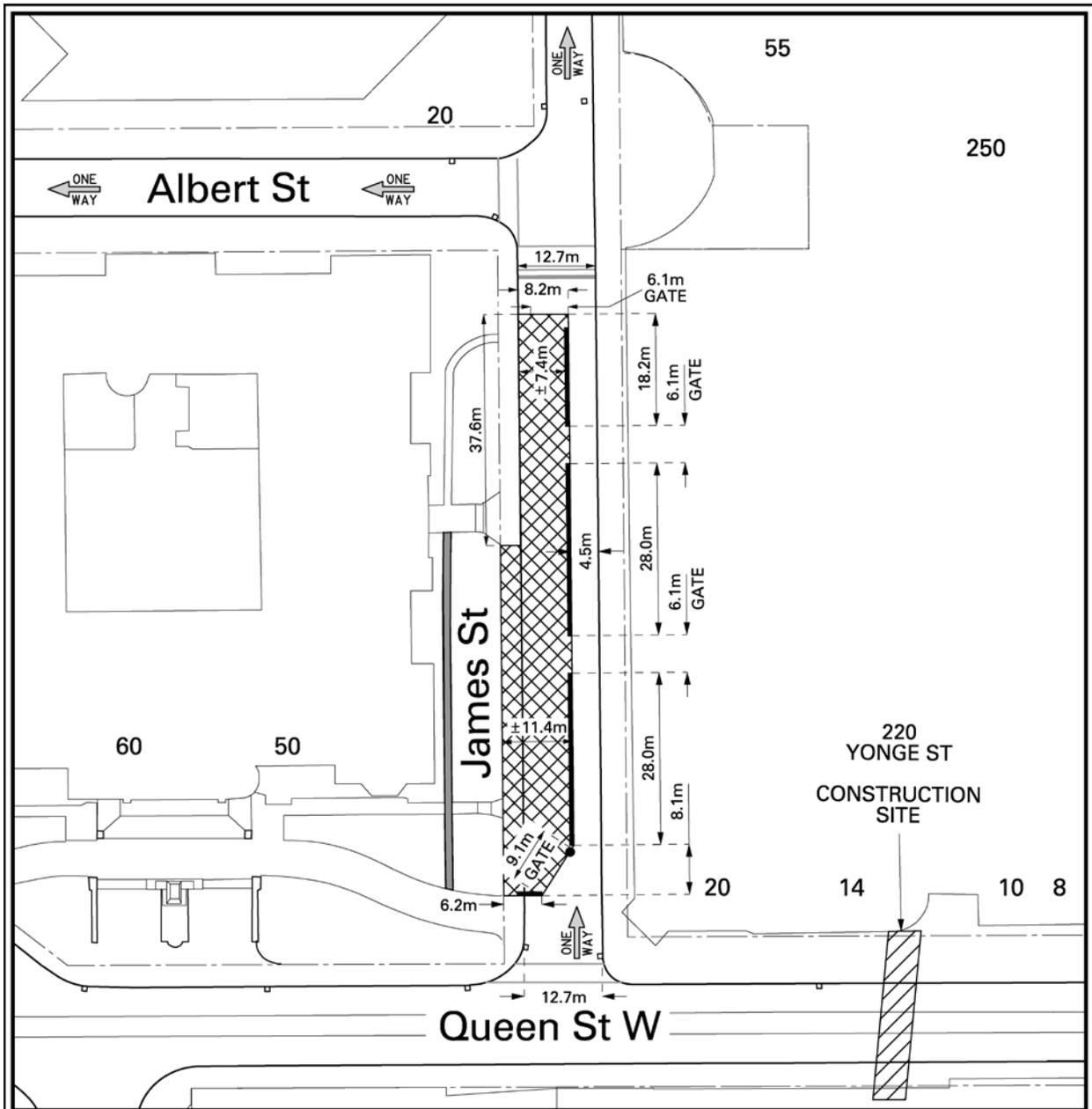
SIGNATURE

Dave Twaddle, C.E.T.
Acting Director, Transportation Services
Toronto and East York District

ATTACHMENTS

Drawing No. 421G-2413 dated February 2017

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NOTE:

INFORMATION ON THIS PLAN IS BASED ON OFFICE RECORDS AND IS SUBJECT TO FIELD VERIFICATION.

LEGEND

-  PROPOSED JERSEY BARRIER
-  PROPOSED CONSTRUCTION STAGING AREA
-  PROPOSED ENERGY ATTENUATOR
-  PROPOSED TEMPORARY ASPHALT SIDEWALK



**220 YONGE ST:
PROPOSED CONSTRUCTION STAGING AREA**

J.T.

DWG. NO. 421G-2413

FEBRUARY, 2017

TRANSPORTATION SERVICES

TORONTO & EAST YORK DISTRICT