

Sheraton Centre Toronto Hotel Motor Court - Relocation of Taxi Facilities

(City Council on July 4, 5 and 6, 2000, adopted the following recommendation:

“It is recommended that the report dated June 6, 2000, from the Commissioner of Works and Emergency Services, as embodied in the Clause and containing the following recommendations, be adopted:

‘It is recommended that:

- (1) the existing taxicab stand on the east side of York Street, from a point 30.5 metres north of Richmond Street West to a point 13 metres further north, be adjusted to operate from a point 22.5 metres north of Richmond Street West to a point 21 metres further north thereof, to accommodate four (4) vehicles, coincident with the relocation of the Sheraton Centre driveway; and*
- (2) the appropriate City officials be authorized to take whatever action is necessary to implement the foregoing, including the introduction in Council of any Bills that are required.’ ”)*

The Planning and Transportation Committee submits to Council without recommendation the recommendations of the Licensing Sub-Committee contained in the transmittal letter (May 16, 2000) from the City Clerk, Licensing Sub-Committee, and the report (June 6, 2000) from the Commissioner, Works and Emergency Services.

The Planning and Transportation Committee reports, for the information of Council, having requested the Commissioner, Works and Emergency Services, in consultation with the City Solicitor, to report directly to Council for its meeting on July 4, 2000 on the form of a draft by-law that would maximize the number of taxi spaces on the York Street taxi stand and seek authority for the introduction of the necessary Bill in Council to give effect thereto.

The Planning and Transportation Committee submits the following transmittal letter (May 16, 2000) from the City Clerk, Licensing Sub-Committee:

Recommendations:

The Licensing Sub-Committee recommends:

- (1) a new curb cut for a taxicab stand be installed at the Sheraton Centre Toronto Hotel on York Street north towards Queen Street; and
- (2) the capacity for taxicab stands at the Sheraton Centre Toronto Hotel be expanded to the extent possible.

The Sub-Committee requested the Commissioner of Works and Emergency Services to report to the Planning and Transportation Committee on the number of taxicab stands that can be accommodated at that site.

Background:

At its meeting on May 4, 2000, the Licensing Sub-Committee had before it a communication (May 3, 2000) from Tony Dunn, Director of Operations, Sheraton Centre Toronto Hotel, requesting permission to establish a new curb cut which would be located ahead of the two designated taxi spots on York Street to avoid the taxis reversing for entrance into the hotel.

(Communication dated May 3, 2000, from Tony Dunn,
Director of Operations, Sheraton Centre Toronto Hotel,
appended to the foregoing transmittal letter
from the City Clerk, Licensing Sub-Committee)

The taxi cabs at the Sheraton Centre Toronto Hotel are currently lined up along York Street with an entrance into the hotel located behind the two designated taxi spots. The purpose of this request is to establish a new curb cut which would be located ahead of the two designated taxi spots on York Street to avoid the taxis reversing for entrance into the hotel.

The new location would assist in reducing the congestion in the middle of the hotel motorcourt. It would also allow more cabs to be parked on the hotel property.

Please find attached application with the relevant sketches and drawings. Please do not hesitate to contact me if any additional information is required.

The Planning and Transportation Committee also submits the following report (June 6, 2000) from the Commissioner, Works and Emergency Services:

Purpose:

To report to the Planning and Transportation Committee, as requested by the Licensing Sub-Committee, on the feasibility of constructing a curb-cut ramp and to maximize on-street loading/unloading privileges for taxicabs on York Street adjacent to the Sheraton Centre Hotel.

Financial Implications and Impact Statement:

All costs associated with the new driveway location to York Street for the Sheraton Centre Hotel and the extension to the taxicab stand on the east side of York Street, between Richmond Street West and Queen Street West, should be paid by the applicant (Sheraton Centre Hotel).

Recommendations :

It is recommended that:

- (1) the existing taxicab stand on the east side of York Street, from a point 30.5 metres north of Richmond Street West to a point 13 metres further north, be adjusted to operate from a point 22.5 metres north of Richmond Street West to a point 21 metres further north thereof, to accommodate 4 vehicles, coincident with the relocation of the Sheraton Centre driveway; and
- (2) the appropriate City officials be authorized to take whatever action is necessary to implement the foregoing, including the introduction in Council of any Bills that are required.

Background :

At its meeting of May 4, 2000, the Licensing Sub-Committee requested that, among other issues, the Commissioner of Works and Emergency Services report to the Planning and Transportation Committee as to the feasibility of constructing a curb-cut ramp on the east side of York Street, just south of Queen Street West and expanding the existing taxicab stand on York Street, adjacent to the Sheraton Centre Hotel, to the maximum extent possible.

Comments:

The Sheraton Centre Hotel is located in the downtown core of the City of Toronto and is bordered by Queen Street West to the north, York Street to the west and Richmond Street West to the south.

York Street, from Richmond Street West to Queen Street West, is approximately 73.0 metres in length and is an arterial roadway operating one-way northbound on a pavement width of 13.2 metres. On both sides of the aforementioned portion of York Street, stopping is prohibited from 7:30 a.m. to 9:30 a.m. and from 3:30 p.m. to 6:30 p.m., Monday to Friday. Standing is prohibited from 11:30 a.m. to 1:30 p.m., Monday to Friday, and parking is otherwise prohibited at all other times. A taxicab stand (for 2 vehicles) is located on the east side of York Street (flankage of the hotel), from a point 30.5 metres north of Richmond Street West to a point 12.0 metres further north. An entrance ramp is located on the west side of York Street, just south of the existing taxicab stand. The former City of Toronto Council, at its meeting of November 27, 1995, in considering Clause No. 20 of Report No. 15 of the City Services Committee, entitled York Street, east side, from Richmond Street West to Queen Street West – Establishment of a “Taxicab Stand” (Ward 5), adopted the Clause without amendment and in so doing, authorized this Department to implement the current traffic control regulations for this portion of York Street.

Traffic control signals are in operation on York Street at its intersections with Queen Street West and with Richmond Street West. Under the provisions of the Metropolitan Toronto Uniform

Traffic By-law and of Chapter 400 of the City of Toronto Municipal Code, no person shall park a vehicle within 30.5 metres of a signalized intersection. This is a uniform parking prohibition City-wide at all signalized intersections to ensure that traffic is unimpeded by parked vehicles when approaching and departing an intersection. A recent site inspection by Transportation staff revealed that signs are posted and clearly visible identifying this regulation.

Bearing in mind that the existing driveway, which is located on the east side of York Street, just north of Richmond Street West and to the south of the existing taxicab stand, is within the 30.5 metre parking prohibited zone and further, that the closure of this driveway in conjunction the provision of a new driveway, to be located on the east side of York Street, at a point approximately 21.0 metres south of the traffic control signals at Queen Street West and extending to a point approximately 9.0 metres further south, would improve taxicab circulation to the Hotel (the driveway is to operate one-way inbound only), we would have no objections to this new driveway access. Of course, the Hotel will have to apply through the normal permitting process to enable the driveway adjustments in the street allowance.

With respect to the extension of the taxi stand, we are of the view that this is feasible with the elimination of the existing southerly driveway. Encroachment to a minor extent within the 30.5 metre corner parking prohibited area can be considered (essentially where the existing driveway is) in light of the one-way street configuration in the area. The recommendations above will result in the accommodation of 4 taxi spaces in total.

Conclusions:

The closure of the existing driveway to the Sheraton Centre Hotel on the east side of York Street, just north of Richmond Street West and the provision of a new driveway to the Hotel on the east side of York Street, just south of Queen Street West, is feasible. With this adjustment 2 additional taxi spaces, for a total of 4, can be accommodated on the east side of York Street, north of Richmond Street West.

Contact:

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The Planning and Transportation Committee also had before it a communication (May 3, 2000) from Ron Stewart, IBI Group (appended to the transmittal letter (May 16, 2000) from the City Clerk, Licensing Sub-Committee), which was forwarded to all Members of Council with the agenda of the Planning and Transportation Committee for its meeting of June 12, 2000, and a copy thereof is on file in the office of the City Clerk.

(City Council on July 4, 5 and 6, 2000, had before it, during consideration of the foregoing Clause, the following report (June 29, 2000) from the Commissioner of Works and Emergency Services:

Purpose:

To report directly to City Council, at its meeting of July 4, 2000, as requested by the Planning and Transportation Committee, on the implementation of an extended taxi stand on the east side of York Street, from Queen Street West to Richmond Street West.

Financial Implications and Impact Statement:

N/A.

Recommendation:

It is recommended that this report be received for information.

Background:

The Planning and Transportation Committee, at its meeting of June 12, 2000, considered recommendations of the Licensing Sub-Committee (May 16, 2000) and a report (June 6, 2000) of the Commissioner of Works and Emergency Services regarding the relocation of an existing driveway to the Sheraton Centre Hotel and the extension of the taxi stand on the east side of York Street adjacent to the Hotel. The Committee has submitted this matter to Council without recommendation and has requested the Commissioner, Works and Emergency Services, in consultation with the City Solicitor, to report directly to Council for its meeting on July 4, 2000, on the form of a draft by-law that would maximise the number of taxi spaces on the York Street taxi stand and seek authority for the introduction of the necessary bill in Council to give effect thereto. (Clause No. 4 of Report No. 7 of The Planning and Transportation Committee).

Comments:

The above mentioned June 6, 2000 staff report discussed in detail that with the proposed re-organization of driveway access to the Sheraton Centre Hotel, the on-street parking regulations could be amended to safely provide two additional taxi stand spaces (increase from 2 to 4) on the east side of York Street in the short block between Queen and Richmond Streets West. Adoption of the recommendations contained in the June 6, 2000 report will authorize the regulation changes and enable the introduction of the necessary Bill in the normal manner.

Contact:

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