

# TORONTO STAFF REPORT

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March 13, 2006

To: Toronto and East York Community Council

From: Director, Transportation Services Toronto and East York District

Subject: 1100 King Street West Development – Introduction of parking regulations and intersection controls on Joe Shuster Way, Laidlaw Street and Machells Avenue (Parkdale-High Park, Ward 14)

Purpose:

To respond to a request from Councillor Sylvia Watson on behalf of the developer of the 1100 King Street West Community, Urbancorp, to report on advisable parking and intersection controls on unassumed roads in the initial phase of that development.

Financial Implications and Impact Statement:

All costs for the installation of signs required to give effect to the regulations recommended and shown on the Appendices to this report are the responsibility of the developer, as prescribed under the terms of the Development Agreement. The funds associated with the removal of the pedestrian crossover on King Street West, east of Fraser Avenue and the installation of traffic control signals and all associated hardware, including transit priority equipment at the intersection of King Street West and Joe Shuster Way have been secured from the developer, as set out in the Development Agreement.

Recommendations:

It is recommended that:

- (1) the parking regulations outlined in Appendix 1 of this report be implemented;
- (2) the intersection controls outlined in Appendix 2 of this report be implemented;
- (3) the speed limits outlined in Appendix 2 of this report be implemented;
- (4) traffic control signals be installed on King Street West at Joe Shuster Way and the existing pedestrian crossover on King Street West, east of Fraser Avenue be removed coincident with the installation; and

- (5) the appropriate City officials be authorized and directed to take whatever action is necessary to implement the foregoing, including the introduction in Council of any Bills that might be required.

Comments:

Staff of Transportation Services, following consultation with Urbancorp staff, and in accordance with the development agreement has been requested to report to Toronto and East York Community Council on implementing parking regulations and intersection controls deemed necessary to facilitate the safe and efficient operation of traffic on several unassumed roads in the new 1100 King Street West Community.

Most of the major infrastructure work (curbs, sidewalks, bike path etc.) in the initial phase of the development, comprised of Joe Shuster Way, Laidlaw Street, and Machells Avenue, has been completed. Over the past month, we have been able to undertake all necessary field work to determine what parking and traffic control regulations are required in the subdivision. The following discussion summarizes our investigation.

The initial residential stage of the new 1100 King Street West Community is commencing occupation requiring traffic control regulations to enhance safe and efficient traffic flow, in addition to designating right-of-way at the various intersections within the community. However, without by-law authority, these signs are not enforceable under the provisions of the *Highway Traffic Act*. The roads in the subdivision are dedicated as “public highways” by a registered plan of subdivision. Each has a pavement width of 8.5 metres. All streets operate two-way.

The site-specific parking regulations recommended by our staff are shown on the attached print of Drawing No. 421F-8260, dated March 2006 and are outlined in specific detail in Appendix 1 to this report. In general terms, we recommend that:

- (a) Parking be prohibited at all times on one side of each street (the statutory three hour maximum limit would apply on the opposite side). This is necessary to allow for safe two-way traffic flow;
- (b) There are two intersections within the subdivision in need of “Stop” sign control to clearly establish right-of-way. Since Dufferin Street and King Street West are already designated as through highways under Schedule III of Chapter 400 of the (former) City of Toronto Municipal Code, no further by-law approval is required to enable installation or enforcement of “Stop” signs posted for traffic on Joe Shuster Way entering either of these streets. “Stop” sign control should be implemented as outlined in specific detail in Appendix 2 of this report and shown on Drawing No. 421F-8261, dated March 2006. The “Stop” sign control on Joe Shuster Way at King Street West is an interim measure until such time as the traffic control signal is installed (Recommendation No. 4, above);
- (c) In addition to the foregoing intersection controls, we also suggest that reduced 40 km/h speed limits be established on each of the streets as outlined in Appendix 2 and shown on Drawing No. 421F-8261, dated March 2006;

- (d) Site plan approval requires the owner to submit to the Commissioner of Works and Emergency Services an updated traffic signal warrant analysis at the intersection of King Street West and Joe Shuster Way one year prior to the final phases of the development. Monies have been secured from the developer for the installation of traffic control signals and the removal of the existing pedestrian crossover on King Street West, east of Fraser Avenue coincident with the installation. Under the provisions of the Development Agreement, the intersection of Joe Shuster Way and Dufferin Street was to operate in-right/out-right only. These provisions were identified as required at various stages of the development; however, to ensure a safe and desirable access route for the new residents at present and in the future, it is recommended that the installation of traffic control signals proceed and the interim turn restrictions at the intersection of King Street West and Joe Shuster Way not be introduced.

As per the terms of the Development Agreement, the cost of installing the signs associated with the parking and operational traffic regulations outlined in this report is the responsibility of the developer. Further, approval of the parking and operational regulations outlined in this report shall not be deemed that the City has assumed these highways other than in accordance with the terms of the subdivision agreement.

Conclusion:

Staff have reviewed parking and traffic operation on the new roads in the 1100 King Street West Community to coincide with initial occupancy of Phase I of the development where it is necessary to implement on-street parking regulations and intersection controls to maintain safety and enhance traffic operation. Based on our assessment, the parking and operational regulations outlined in Appendices 1 and 2 accompanying this report, should be implemented. Also, the traffic control signals proposed at the intersection of King Street West and Joe Shuster Way should be installed at this time, coincident with the removal of the existing pedestrian crossover on King Street West, east of Fraser Avenue.

Contact:

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Director  
SCB/

(p://2006/wes/tra/south/top/ts06031south.top) - sdb

List of Attachments:

- 1) Appendix 1 – 1100 King Street West Community - Proposed No Parking Regulations
- 2) Appendix 2 – 1100 King Street West Community - Proposed Intersection Controls, and Reduced Speed Limits
- 3) Drawing No. 421F-8260, dated March 2006
- 4) Drawing No. 421F-8261, dated March 2006

Appendix 1

**1100 King Street West Community**  
**Proposed No Parking Regulations and Reduced Speed Limits**

**(1) Joe Shuster Way:**

Parking be prohibited at all times on:

- (a) the west and south sides, from King Street West to Dufferin Street;
- (b) the east side, from King Street West to a point 40 metres north thereof;
- (c) the east and north side, from a point 75 metres north of King Street West to a point 32 metres north/west thereof; and
- (d) the north side, from Dufferin Street to a point 56 metres east thereof.

**(2) Laidlaw Street:**

Parking be prohibited at all times on the east side, from Joe Shuster Way to southerly limit street.

**(3) Machells Avenue:**

Parking be prohibited at all times on the west side, from Joe Shuster Way to southerly limit street.

Appendix 2

**1100 King Street West Community**  
**Proposed Intersection Controls**

1. “Stop” signs be posted at the following locations:
  - (a) for northbound traffic on Laidlaw Street at Joe Shuster Way; and
  - (b) for northbound traffic on Machells Avenue at Joe Shuster Way.
  
2. 40 km/h speed limits be approved for the following streets:
  - (a) Joe Shuster Way, from King Street West to Dufferin Street;
  - (b) Laidlaw Street, from Joe Shuster Way to southerly limit of Joe Shuster Way; and
  - (c) Machells Avenue, from Joe Shuster Way to southerly limit of Machells Avenue.