



**STAFF REPORT  
ACTION REQUIRED**

**Road Alterations and Flexible Boulevard – Market Street**

<b>Date:</b>	December 16, 2011
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services Toronto and East York District
<b>Wards:</b>	Toronto Centre-Rosedale, Ward 28
<b>Reference Number:</b>	Ts2012027te.top.doc

**SUMMARY**

---

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

Transportation Services is seeking authority to alter Market Street, between Front Street East and The Esplanade. The sidewalk on the southwest corner of Market Street and Front Street East, and on the northwest corner of Market Street and The Esplanade, will be extended easterly and the pavement will be narrowed to 6.0 metres. On the west side of Market Street, for its full length, the sidewalk treatment will be extended out to meet the pavement, with no curbs. This flexible boulevard will provide for a parking lay-by during the winter months, and with relocation of bollards, a wider boulevard with the potential for outdoor patios during the summer months.

The proposed improvements to Market Street will greatly improve the pedestrian environment. There will be some loss in on-street parking during the summer months but an increase in spaces available through the winter. Given that the proposed flexible boulevard on the west side of Market Street will not impact negatively on the public right of way, Transportation Services recommends approval of its construction.

**RECOMMENDATION**

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

1. Approve the alteration of Market Street, from Front Street East to The Esplanade, to allow for a road narrowing with a flexible boulevard for lay-by parking during the winter and the potential for patios during the summer, generally as shown in Drawing No. 421G-0531, dated December 2011 and attached to the report from the

Director of Transportation Services, Toronto and East York District dated December 16, 2011.

2. Approve the construction of a flexible boulevard along the frontage of 8 – 12 Market Street, and the flankages of 87 Front Street East and 118 The Esplanade, which will extend from the west street line of Market Street, to 5.3 metres east thereof including the construction of a continuous trench drain in the roadway and the provision of moveable bollards, subject to the property owner entering into an encroachment agreement with the City of Toronto, agreeing to but not limited to the following:
  - a. Indemnify the City from and against all actions, suits, claims or demands and from all loss, costs, damages and expenses that may result from such permission granted and providing of an insurance policy for such liability for the lifetime of the Agreement in a form as approved by the Deputy City Manager and Chief Financial Officer and in the amount not less than \$2,000,000 or such greater amount as the Deputy City Manager and Chief Financial Officer may require;
  - b. Design and construct the flexible boulevard, continuous trench drain, at their own expense and to the satisfaction of the General Manager, Transportation Services and not make any additions or modifications to the encroachment beyond what is allowed under the terms of the Agreement;
  - c. Prepare an Operations Plan acceptable to the General Manager Transportation Services regarding how the applicant will implement the semi-annual changes to the bollard placement, including notice provisions to City;
  - d. Be responsible for the timely repair/replacement of damaged bollards to the satisfaction of the General Manager, Transportation Services;
  - e. Pay for the costs of preparing the Agreement and the registration of the Agreement on title;
  - f. In the event that the City requires the removal of the flexible boulevard, the owner is responsible for restoring the area affected to its former condition with City of Toronto standard concrete curb and sidewalk, or alternatively, pay the costs for the work of restoration if the work is carried out by the City;
  - g. Satisfy all conditions of approval provided by Toronto Water and Technical Services and any further requirements they may have;
  - h. Clearances from all utility companies are to be obtained prior to the commencement of any work within the public right of way; and

- i. Accept such additional conditions as the City Solicitor or the General Manager of Transportation Services may deem necessary in the interest of the City.
3. Request Legal Services to prepare, execute and arrange to register the Encroachment Agreement.
4. Approve the following regulation changes, upon completion of construction:
  - a. Rescind the "No Parking Anytime" regulation on the west side of Market Street, between a point 27.7 metres south of Front Street East and a point 22.7 metres further south;
  - b. Amend the pay-and-display parking regulation on the west side of Market Street, between Front Street East and The Esplanade, to be in effect from December 1 of one year until March 30 of the next following year; and
  - c. Prohibit stopping at all times on the west side of Market Street, between Front Street East and The Esplanade, from April 1 until November 30.

### **Financial Impact**

The proposed improvements will not result in a direct financial impact on the City. All costs associated with the road modifications, changes to traffic regulations, and construction of the flexible boulevard will be funded by Woodcliffe Properties.

### **ISSUE BACKGROUND**

Woodcliffe Properties is redeveloping the west side of Market Street with the renovation of heritage buildings, and the addition of buildings which will provide servicing and loading for all of these buildings off of The Esplanade. As a result, the main floor of Market Street will be retail uses at grade with the intention of maximizing restaurant opportunities. These restaurants need outdoor patio space in order to compete with local establishments and as a result, a curbless street detail has been proposed on the west side. This flexible boulevard allows for a flush surface from building face to street surface.

The function of the street in the winter will remain the same as it is now, with parking on both sides and a pedestrian clearway along the building face. The pedestrian clearway will be separated from the roadway with regularly spaced, removable, bollards. In the summer, the parking on the west side of Market Street will be removed. The bollards will be relocated to the east, providing a pedestrian clearway in what was the parking lay-by, and allowing space for patios to extend out over the space used for winter sidewalks. Rather than the typical curbs and catch basins, a continuous trench drain will be provided to allow for roadway drainage. Community Council approval is required for alteration of the roadway to allow for widening of the sidewalks on Market Street at either end of this block.

Community Council approval is also required to construct the proposed flexible boulevard, moveable bollards, and continuous trench drain on the west side of Market Street, subject to the owner entering into an encroachment agreement with the City of Toronto.

## **COMMENTS**

### **Existing conditions**

Market Street operates one-way southbound between Front Street East and The Esplanade, with a speed limit of 50 km/h. The intersection of Market Street and The Esplanade is controlled by all-way stop signs at a raised intersection. Pay-and-display parking is provided on both sides of Market Street and there is currently a loading zone provided along a portion of the west side of the street. The pavement is currently 8.5 metres wide. There are sidewalks on both sides of Market Street. The Toronto Transit Commission does not operate transit service on Market Street.

### **Road Alterations**

The proposed configuration of Market Street is shown on the attached Drawing No. 421G-0531 dated December 2011. The sidewalk on the southwest corner of Market Street and Front Street East, and on the northwest corner of Market Street and The Esplanade, will be extended easterly and the pavement will be narrowed to 6.0 metres. On the west side of Market Street, for its full length, the sidewalk treatment will be extended out to meet the pavement, with no curbs.

Market Street will continue to operate as one-way southbound at all times. Widening of the sidewalks at the ends of the block will improve the environment for pedestrians, as the length of the crossings at both Front Street East and The Esplanade will be reduced in width and more sidewalk space will be available on the corners.

There will be a loss in on-street parking spaces during the period from April 1 to November 30, as stopping will be prohibited at all times along the west side to allow for pedestrian use of the entire boulevard. During the winter months, from December 1 to March 30, there will actually be an increase in the amount of pay-and-display parking available on the street. Parking will be allowed along the entire west side of the street as the existing loading zone will no longer be needed.

### **Encroachment**

The proposed flexible boulevard, moveable bollards, and continuous trench drain will encroach within the public right of way of Market Street for the entire length of the block, which is approximately 96 metres. The boulevard will be constructed with unit pavers that will extend 5.3 metres out from the west street line of Market Street. Rather than a standard curb and sidewalk, a continuous trench drain will provide for drainage along the roadway. There will be moveable bollards that will be installed such that a 2.1 metre parking lay-by will be provided during the winter months. They will then be relocated closer to the travelled lane of the roadway so that the entire width of the flexible boulevard will be available for pedestrian use and potentially for outdoor patios.

As there are no provisions within the former City of Toronto Municipal Code, Chapter 313, Streets and Sidewalks, to allow for the construction of a flexible boulevard, decorative unit pavers, and continuous trench drain, we are required to report on this matter to Community Council.

Transportation Services has reviewed the application and determined that the construction and maintenance of the flexible boulevard, moveable bollards, and continuous trench drain on the west side of Market Street, between Front Street East and The Esplanade, will not impact negatively on the public right of way.

## **CONTACT**

Jacqueline White, P.Eng.  
Manager, Traffic Operations  
Toronto and East York District  
Tel: 416-397-5021  
Fax: 416-392-1920  
e-mail: [jwhite@toronto.ca](mailto:jwhite@toronto.ca)

## **SIGNATURE**

Andrew Koropeski, P.Eng  
Director, Transportation Services  
Toronto and East York District

## **LIST OF ATTACHMENTS**

(1) Drawing No. 421G-0531, dated December 2011

P:\2012\Cluster B\TRA\Toronto and East York District\TOP\ts2012027te.top.doc – cag