STAFF REPORT
ACTION REQUIRED

Two-Way Operation – Scollard Street, West of Bay Street

Date: October 5, 2011

To: Toronto and East York Community Council

From: Director, Transportation Services Toronto and East York District

Wards: Toronto Centre-Rosedale, Ward 27

Reference Number: Ts2011197te.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 has been requested by the ABC Ratepayers Association to convert a section of Scollard Street (Bay Street to Hazelton Avenue) from its current one-way westbound operation to a two-way operation in order to provide motorists exiting the driveway that services 80-100 Yorkville Avenue condominium complex with an alternate route to Bay Street. This driveway is one of two vehicular accesses to/from this development used by residents, trades, commercial/residential deliveries, garbage pick-up and moving trucks.

RECOMMENDATIONS

Transportation Services recommends that Toronto and East York Community Council:

1. Not introduce a two-way operation on Scollard Street from 30 metres west of Bay Street to a point 69 metres further west.

Financial Impact

There are no funding implications resulting from the adoption of the foregoing recommendation.

ISSUE BACKGROUND

In 2003 City Council approved the development of a mixed use building on the historic site of the old Mount Sinai Hospital located on the north side of Yorkville Avenue, at Bellair Street (80 - 100 Yorkville Avenue). The development is comprised of two
residential towers (8 and 18 storeys), townhomes facing Scollard Street, retail stores and an internal common courtyard (Clause No. 3 of Report No. 2, of the Toronto and East York Community Council, as adopted by Council at its Special Meeting of February 24, 25, 26, 27 and 28, 2003.)

**COMMENTS**

Vehicular access to the underground parking garage of 80-100 Yorkville Avenue is provided at two locations. A Toronto Parking Authority entrance/exit on Yorkville Avenue, east of Bellair Street allows access to both the TPA facility (for the general public) and also serves as access/egress to residential parking on the lower levels of the garage. A driveway onto Scollard Street (between 93 and 97 Scollard Street) serves as a second access for the residents of the 8 and 18 storey buildings and access to the underground parking facility for the townhouses, which is entirely separated from the main underground parking garage. This driveway also provides access for trades, garbage pick-up and deliveries.

Transportation Services has been requested by the ABC Ratepayers Association to convert a section of Scollard Street (Bay Street to Hazelton Avenue) from its current one-way westbound operation to a two-way operation in order to provide an alternate route to Bay Street for trade vehicles, residents, commercial/residential deliveries, garbage pick-up and moving trucks exiting the Scollard Street driveway.

**Current Conditions**

This section of Scollard Street is situated in the heart of Bloor-Yorkville surrounded by a mix of land uses including professional, commercial, and residential components.

Scollard Street, between Bay Street and Hazelton Avenue is classified as a local roadway that operates two-way from Bay Street to a point 30 metres further west and one-way in the westbound direction from 30 metres west of Bay Street to Hazelton Avenue. This section of Scollard Street carries approximately 1,200 vehicles per day, accommodates approximately 27 on-street parking spaces and has a pavement width of 6.4 metres. The posted speed limit on Scollard Street is 40 km/h. There is no transit service on this street. The following parking regulations are currently in effect:

**North Side**

- Standing is prohibited at all times from 30 metres west of Bay Street to Hazelton Avenue; and

- Stopping is prohibited at all times from Bay Street to a point 30 metres further west.
South Side

- Stopping is prohibited at all times from Bay Street to a point 30 metres further west;
- Pay and display parking from 7:00 a.m. to Midnight; and
- Permit parking 12:01 a.m. to 7:00 a.m..

In addition, one on-street parking space designated for accessible permit parking is currently provided on the south side of Scollard Street, west of Bay Street.

Vehicles exiting this driveway onto Scollard Street can only travel westbound to Hazelton Avenue. At this point motorists wishing to access Bay Street can do so by travelling northbound on Hazelton Avenue to Davenport Road, or by travelling southbound on Hazelton Avenue to Yorkville Avenue.

A recent 8-hour turning movement count conducted on Scollard Street at the driveway that services 80-100 Yorkville Avenue revealed a total of only 78 vehicles exiting this driveway during the entire 8-hour period, of which 9 and 14 vehicles were recorded during the AM and PM Peak Hour respectively.

Operation of Scollard Street

Allowing a partial two-way traffic operation on this section of Scollard Street would have serious impacts on businesses and residents as the on-street parking must be eliminated in order to safely facilitate such an operation. Stopping would have to be prohibited at all times on both sides of Scollard Street from Bay Street to the driveway servicing 80-100 Yorkville Avenue. As a result, approximately 10 on-street Pay and Display parking spaces on this section of Scollard Street would be eliminated, in addition to one accessible permit parking space. This would result in the loss of parking revenue estimated in excess $100,000.00 annually. In addition, the proposed conversion would force permit parking holders, shoppers, trades, visitors and deliveries onto neighbouring streets in an attempt to find alternate on-street parking and loading/unloading opportunity.

It is noted that most of the residents of this condominium complex are not limited to using Scollard Street in order to reach Bay Street, as they can also use the Yorkville Avenue driveway. At this point, residents can travel eastbound on Yorkville Avenue to Bay Street. This intersection is controlled by a traffic control signal and will provide motorists with a safer turning environment rather than the uncontrolled intersection at Scollard Street and Bay Street. Other motorists visiting 80-100 Yorkville Avenue that must exit onto Scollard Street, including visitors, deliveries, trades, and garbage pick-up, can be readily accommodated by the surrounding road network without the two-way conversion.
In this regard, Transportation Services does not recommend converting Scollard Street from Bay Street to the driveway servicing 80-100 Yorkville Avenue to a two-way operation.

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SIGNATURE

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

LIST OF ATTACHMENTS
(1) Drawing No 421G-0457, dated September 2011

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