Removal of Permit Parking for Two-Way Operation – Scollard Street, West of Bay Street

Date: January 18, 2013
To: Toronto and East York Community Council
From: Acting Director, Transportation Services, Toronto and East York District
Wards: Toronto Centre-Rosedale, Ward 27
Reference Number: Ts2013032te.top

SUMMARY

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

In September 2012, Toronto and East York Community Council approved changing the one-way operation of a portion of Scollard Street to provide two-way traffic between Bay Street and a driveway located 101 metres west of Bay Street for a period of one year (Item TE18.82). In order to implement this change, removal of ten on-street parking spaces currently used for pay-and-display parking and overnight on-street permit parking was necessary.

In accordance with the Toronto Municipal Code Chapter 925, Permit Parking, public notice was placed in a major newspaper asking those people, who object to the proposal to remove the on-street permit parking spaces, to set their objections in writing to the City Clerk in order to be scheduled as deputations to Toronto and East York Community Council.

RECOMMENDATIONS
Transportation Services recommends that the Toronto and East York Community Council:

A. In view of the objections received, not proceed with the one year pilot project as outlined in parts a. to k. of Item TE18.82, and therefore not introduce a two-way operation on Scollard Street from 30 metres west of Bay Street to a point 71 metres further west.
Or in the alternative:

B. 1. Reaffirm the decision of Toronto and East York Community Council in its adoption of a one year pilot project for the two-way operation on Scollard Street, west of Bay Street, as outlined in parts a. to k. as follows:

a. Adjusted the current one-way westbound operation on Scollard Street from a point 30 metres of Bay Street to Hazelton Avenue to operate from a point 101 metres west of Bay Street to Hazelton Avenue.

b. Rescinded the regulation authorizing the operation of parking machines between 7:00 a.m. and 12:00 midnight for a maximum period of 3 hours at a rate of $3.00 per hour on the south side of Scollard Street from a point 30 metres west of Bay Street to Hazelton Avenue.

c. Rescinded the "No Stopping Anytime" regulation on both sides of Scollard Street from Bay Street to a point 30 metres west.

d. Rescinded the "No Standing Anytime" regulation on the north side of Scollard Street from a point 30 metres west of Bay Street to Hazelton Avenue.

e. Rescinded the existing "No Parking Anytime" regulation on the north side of Scollard Street, from Hazelton Avenue to Bay Street.

f. Rescinded the regulation authorizing Permit Parking between 12:01 a.m. to 7:00 a.m. daily on the south side of Scollard Street from a point 30 metres west of Bay Street to Hazelton Avenue.

g. Prohibited stopping at all times on both sides of Scollard Street from Bay Street to a point 101 metres west.

h. Prohibited standing at all times on the north side of Scollard Street from 101 metres west of Bay Street to Hazelton Avenue.

i. Authorized the operation of parking machines between 7:00 a.m. and 12:00 midnight for a maximum period of 3 hours at a rate of $3.00 per hour on the south side of Scollard Street from a point 101 metres west of Bay Street to Hazelton Avenue.

j. Prohibited parking except by permit between 12:01 a.m. to 7:00 a.m. daily on the south side of Scollard Street from a point 101 metres west of Bay Street to Hazelton Avenue.
k. Rescinded the existing designated Accessible Parking Space on the south side of Scollard Street from a point 64.5 metres west of Bay Street and a point 5.5 metres further west.

2. Authorize Transportation Services to proceed with the removal of the 10 on-street parking spaces on Scollard Street from a point 30 metres west of Bay Street to Hazelton Avenue.

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

DECISION HISTORY
At its meeting of September 11, 2012 Toronto and East York Community Council amended Item 18.82 which contained a report dated October 5, 2011 from the Director of Transportation Services entitled "Two-Way Operation – Scollard Street, West of Bay Street".

http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.TE18.82

BACKGROUND
In essence, approval was given to rescind the one-way operation on a portion of Scollard Street to provide two-way traffic between Bay Street and a driveway located 101 metres west of Bay Street for a period of one year. In order for the two-way operation to be possible, it was necessary to remove parking that is currently provided on one side of the street as pay-and-display during the day and on-street permit parking overnight.

Transportation Services determined that approximately 10 on-street parking spaces would be eliminated as a result of the proposed two-way conversion of this section of Scollard Street. A deprivation of permit parking would occur, resulting in more permits issued than parking spaces available on this section of Scollard Street. In accordance with the Toronto Municipal Code Chapter 925, Permit Parking, public notice must be placed in a major newspaper asking those who object to the proposal to set their objections in writing to the City Clerk in order to be scheduled as deputations to Toronto and East York Community Council.

COMMENTS
A Notice was placed in a major newspaper on October 19, 2012 with an expiration date to raise objections of November 2, 2012. The City Clerk has confirmed that 6 written objections were received by the expiration date. As a result of the objections received by the City Clerk, Transportation Services does not have authority to proceed with the removal of the ten on-street permit parking spaces on Scollard Street. Without this removal, it is also not feasible to implement the other changes to introduce a two-way operation on this section of Scollard Street.
Upon hearing the objections to the proposal to remove ten on-street permit parking spaces as part of the one-year trial of two-way traffic operation, Toronto and East York Community Council has two options. Community Council may, in view of the objections, overturn the previous recommendations to implement a trial two-way operation on Scollard Street or Community Council may, notwithstanding the objections, reaffirm the previously approved recommendations by authorizing Transportation Services to implement the changes.

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SIGNATURE

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