



STAFF REPORT ACTION REQUIRED

Road Alteration – Queen Street West and Bay Street

Date:	June 14, 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:	Ts2013136.te.top

SUMMARY

Certain sections of Queen Street West and Bay Street will be reconstructed this year as part of Phase 3 of the Nathan Phillips Square Revitalization Project. Transportation Services is seeking authority from City Council to alter the intersection of Queen Street West and Bay Street, and the road and sidewalk modifications on the north side of Queen Street West, between Bay Street and the City Hall parking garage entrance and exit.

RECOMMENDATIONS

Transportation Services recommends that:

1. City Council approve the road and sidewalk alteration of Queen Street West and of Bay Street, generally as shown on Drawing No. 421G-1099 dated May 2013, attached to the June 3, 2013, report entitled "Road Alteration – Queen Street West and Bay Street", from the Acting Director, Transportation Services, Toronto and East York District.
2. City Council rescind the existing no stopping regulation in effect at all times on the north side of Queen Street West from Bay Street and a point 39.6 metres west.
3. City Council rescind the no stopping regulation on the north side of Queen Street West in effect from 7:30 a.m. to 9:30 a.m. and from 3:30 p.m. to 6:30 p.m., Monday to Friday, except public holidays from Bay Street and a point 153.6 metres further west.
4. City Council prohibit stopping at all times on the north side of Queen Street West from Bay Street to a point 46.9 metres further west.

5. City Council prohibit stopping at all times on the north side of Queen Street West from a point 138.1 metres west of Bay Street to a point 30.6 metres further west.
6. City Council amend the existing bus parking zone on the north side of Queen Street West, from 121.1 metres west of Bay Street to a point 33 metres further west, to be in effect from 125.6 metres west of Bay Street to a point 17 metres further west.
7. City Council amend the existing bus parking zone on the north side of Queen Street West, from 67.1 metres west of Bay Street to a point 41.5 metres further west, to be in effect from 71.6 metres west of Bay Street to a point 17 metres further west.

Financial Impact

The cost for the roadway and intersection modifications on Queen Street West and Bay Street have been allocated in Phase 3 of the Nathan Phillips Square Revitalization and is included in the 2013 Approved Capital Budget and 2014-2022 Capital Plan for Facilities Management. The total budget is \$12,550,000 (excl. HST). The Project Number is CCA 909-01.

ISSUE BACKGROUND

In 2006, the City launched a successful international design competition to revitalize Nathan Phillips Square. The design elements for the revitalized Square included:

- a versatile new Theatre Stage with an elegant roof canopy, wide stairs leading to the elevated walkway and performance support space below grade;
- a new Skate Pavilion and Concession at the southwest corner of the Square, with skate rental and change room space, rink support facilities, a food concession, public washrooms and a generous roof terrace overlooking the Square;
- a two-level restaurant in the southwest portion of the Square facing Queen Street West, with outdoor seasonal patio and terrace dining and access to the adjacent overhead walkway and public roof terrace;
- a redesigned landscape along the edges of the Square and the west side, with an increased number and variety of trees, mixed tree species and innovative and improved soil planting;
- a wide variety of sustainable design achievements linked to Toronto's Green Development Standard such as: a soil regeneration strategy; improved tree planting conditions and increased biomass and number of trees; improved pedestrian environment; controlling light pollution; energy efficient design; renewable energy features, opportunities for public education; attention to the on-site microclimate; and sourcing of local materials;
- a larger and enhanced Peace Garden at a new location in the western landscaped area of the Square;
- creation of a new green roof on the City Hall podium roof, with extensive landscaped gardens, a courtyard framing the Council Chamber, a podium terrace and new walkways;
- new planting and landscape surfaces for the Queen Street forecourt to encourage the flow of pedestrians into the Square;

- improved overhead walkway connections to the second levels of the new restaurant and skate pavilion; and
- a seasonal “disappearing” water fountain feature in the centre of the Square, consisting of nine fountain jets providing cooling and adding a playful element to the Square, while allowing the full range of activities to take place on the Square uninterrupted.

Many of the above noted elements have been completed since its conception in 2006. This year, the Nathan Phillips Revitalization Square Project will be proceeding with Phase 3 of the Project, which includes road and sidewalk modifications on Queen Street West and Bay Street.

COMMENTS

Existing Conditions

Bay Street, in this vicinity, is a major north/south arterial roadway. It consists of two lanes for general traffic in each direction. The curb lane for each direction is a High Occupancy Vehicle (HOV) lane, reserved for the use of buses, taxis and bicycles, between the hours of 7:00 a.m. and 7:00 p.m., Monday to Friday. There is an exclusive right turn channel lane with a traffic island at Queen Street West that is controlled with a Yield sign.

Queen Street West, in this vicinity, is a major east/west roadway with streetcars operating in shared traffic. Generally, two lanes are provided in each direction. Along the frontage of Nathan Phillips Square, between Bay Street and the access to the City Hall parking garage, there is an additional westbound lane. The regulations within this area designate two zones for one-hour bus parking and the remainder of the area is provided to curb lane vendors.

The Queen Street West frontage of Nathan Phillips Square is an area with a lot of pedestrian activity. It is also attractive to tour buses and vendors. The current configuration often results in parking of vehicles up on the sidewalk and boulevard, and double-parking of vehicles on Queen Street West.

Proposal

With the revitalization of Nathan Phillips Square, changes are being proposed to the sidewalk and curb lane on Queen Street West, and on the northwest corner of Queen Street West and Bay Street. The proposal, as shown on Drawing No. 4216-1099, dated May 2013, would widen the sidewalk by 3.5 metres on Queen Street West, east of the driveway to the City Hall parking garage, and west from Bay Street. A lay-by would be defined on the north side of the street for bus parking and the curb lane vendors. The sidewalk on Bay Street, immediately north of Queen Street West, would be widened by 4.5 metres. The southbound right turn channel from Bay Street to Queen Street West needs to be maintained to be able to allow this vehicular movement, but it will be narrowed from its current width of approximately 9 metres to 4.6 metres.

Impacts

The proposed sidewalk and road modifications, generally as shown on attached Drawing No. 421G-1099, dated May 2013, will clearly distinguish the westbound vehicle travel lanes, better define the tour bus drop-off/pick-up locations, improve the pedestrian environment and reduce the conflicts between pedestrians and turning vehicles, eliminating the unacceptable practice whereby cars and other vehicles use the sidewalk area as a drop-off zone at the Queen Street West parking garage entrance and exit.

The proposed modifications will have no impact on the level of service provided for transit and traffic on either Queen Street West or Bay Street.

CONTACT

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SIGNATURE

Jacqueline White, P. Eng.
Acting Director, Transportation Services
Toronto and East York District

LIST OF ATTACHMENTS

- (1) Drawing No. 421G-1099, dated May 2013
- (2) Drawing No. 421G-1121, dated June 2013

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