TORONTO

STAFF REPORT
ACTION REQUIRED

Front-York-University Interim Streetscape Plan

Date:	May 27, 2016
To:	Toronto and East York Community Council
From:	Director, Public Realm Section, Transportation Services
Wards:	Ward 20 – Trinity-Spadina Ward 28 – Toronto-Centre Rosedale
Reference Number:	p:\2016\ClusterB\tra\pr\te160010pr

SUMMARY

This staff report is about a matter that Community Council has delegated authority to make a final decision, provided it is not amended so that it varies with City policy or by-laws.

Transportation Services, in partnership with the Financial District Business Improvement Area (BIA) and the Entertainment District BIA, is requesting authority to implement an interim streetscape plan on York Street between Front Street West and Wellington Street and on Front Street West between York Street and the University Avenue turning channels which addresses the need for additional sidewalk space due to high-peak, pedestrian volumes and reflects the proposed curb modifications as recommended by the Municipal Class Environmental Assessment Study for a New Northwest PATH Connection (Union Station to Wellington Street) in 2008 and the Front Street Revitalization Municipal Class Environmental Assessment, completed in 2012.

The proposed interim streetscape alteration for York Street will repurpose the east curb lane into a pedestrian corridor adjacent to the existing sidewalk. The pedestrian zone will be delineated with a coloured, tactile surface treatment with planters creating a buffer from the northbound travel lane. The design provides for a single-lane width lay-by in front of the Fairmont Royal York and the addition of a dedicated stop to accommodate the Billy Bishop Airport Shuttle, which is being moved from its temporary location on Front Street West.

The interim streetscape plan for Front Street West between York Street and the turning channel lanes of University Avenue will fulfill the Environmental Assessment recommendations of realigning the travel lanes on either side of the York Street intersection and reducing pedestrian crossing distances through the creation of a protected zone using planters and coloured, tactile surface treatment. The space will be repurposed to create a large BikeShare station in order to accommodate significant demand in the area and the need to relocate the existing station at Union Station.

The interim streetscape plan has been designed in consultation and cooperation with the Financial District and the Entertainment District BIAs. The BIAs are paying for the cost of installing and maintaining all planters while the coloured, tactile surface treatment is being installed by Transportation Services as a pilot to determine its effectiveness and durability for use in other temporary streetscape plans.

RECOMMENDATIONS

Transportation Services, Public Realm Section recommend that:

1. Toronto and East York Community Council approve the narrowing of the east side of York Street between Front Street West and Wellington Street, generally as shown on Drawing No. 1 – Front-and York Road Alteration Plan.

2. Toronto and East York Community Council approve the narrowing of the north side of Front Street West between York Street and University Avenue, generally as shown on Drawing No. 1 – Front-and York Road Alteration Plan.

3. Toronto and East York Community Council rescind the parking regulations outlined in Appendix "A" – By-Laws to be Rescinded, attached to this report entitled, "Front-York-University Interim Streetscape Plan" from the Directors of Transportation Services, Public Realm Section and Toronto and East York District dated May 27, 2016.

4. Toronto and East York Community Council enact the parking and standing regulations outlined in Appendix "B" – By-Laws to be Enacted, attached to this report entitled, " Front-York-University Interim Streetscape Plan" from the Directors of Transportation Services, Public Realm Section and Toronto and East York District dated May 27, 2016.

Financial Impact

Funding for all costs associated with the installation and maintenance of the surface treatments is included in the 2016-2025 Capital Budget and Capital Plan for Transportation Services.

All costs associated with the installation and maintenance of the planters will be the responsibility of the Financial District and Entertainment District BIAs and is included in their 2016 Capital and Operating budgets.

The Deputy City Manager & Chief Financial Officer has reviewed this report and agrees with the financial impact information.

ISSUE BACKGROUND

York Street between Front Street West and Wellington Street was slated for streetscape improvements as part of the Union Station revitalization project completed in 2015 but, due to the expense of moving existing utility chambers, the work could not be implemented until the Northwest PATH connection from Union Station was completed. The proposed streetscape enhancements included bump-outs, wider sidewalks, trees and reduced pedestrian crossing distances across intersections and were approved as part of the Municipal Class Environmental Assessment Study (Schedule "C") for a New Northwest PATH Connection (Union Station to Wellington Street) in 2008 and subsequently integrated into the Front Street Realignment Municipal Class Environmental Assessment in 2012.

http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-11855.pdf

As part of the Union Station revitalization project, the entrance to York Street at Front Street West was narrowed from four to two lanes, and the west travel lane was reconfigured to provide parking and loading opportunities. Permission for the original Fairmont Royal York parking lay-by on the east side of York Street, north of Front Street to Piper Lane was rescinded in 2014 in order to complete the proposed streetscape improvements. The east travel lane between Piper Lane and Wellington Street is currently signed for no parking and no stopping during rush hours. However, as the Northwest PATH connection project is delayed indefinitely, there is a need to accommodate the high peak hour volumes of pedestrians travelling to and from Union Station, to beautify the street, and improve the existing lay-by operations where there is considerable confusion for vehicular drop-offs as pedestrians often walk between the double lanes of parked cars.

The Front Street Realignment Municipal Class Environmental Assessment http://www.toronto.ca/legdocs/mmis/2012/pw/bgrd/backgroundfile-44945.pdf recommended the removal of the north travel lane between York Street and the University Avenue turning channels in order to align travel lanes east and west of the existing

intersection and to improve pedestrian crossing distances and is shown in Figure 8-1 below. This enhancement was also scheduled to have been included in the York Street streetscape improvements.

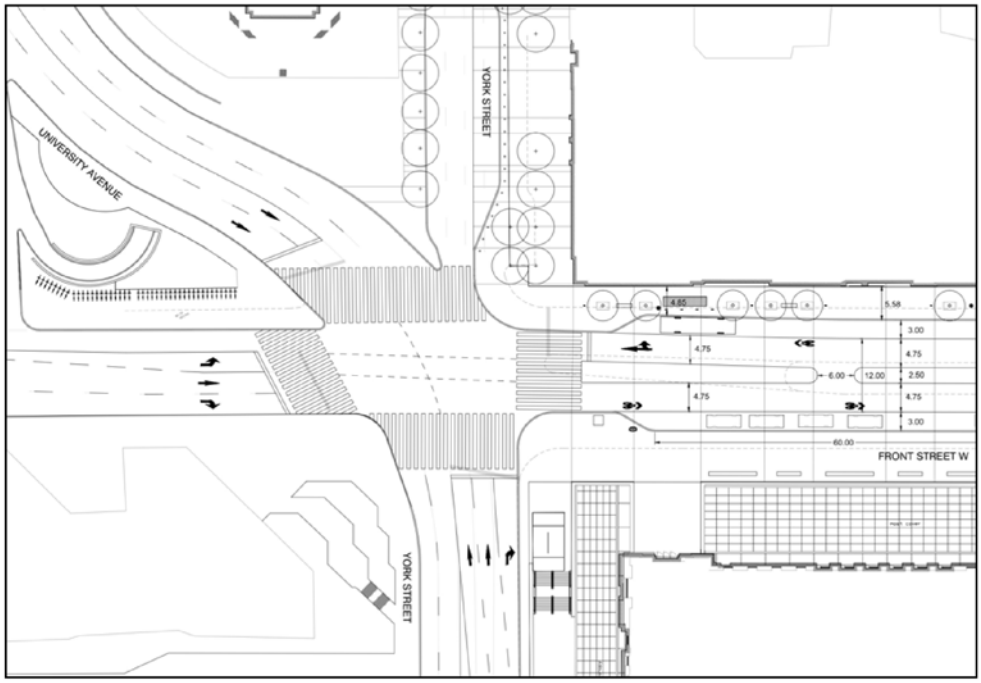


Figure 8-1: Proposed Lane Configuration (Front Street and York Street)

COMMENTS

In lieu of permanent streetscape enhancements, an interim streetscape plan has been designed in consultation and cooperation with the Financial District and the Entertainment District BIAs. The proposed interim streetscape alteration for York Street will repurpose the east lane into a pedestrian corridor adjacent to the existing sidewalk. The pedestrian zone will be delineated with a coloured, tactile surface treatment with planters creating a buffer from the northbound travel lane. The design provides for a single lane width lay-by in front of the Fairmont Royal York with a minor modification to the length in order to provide for a bus loading zone to facilitate a pick up and drop off area for the shuttle that takes patrons to and from Billy Bishop Airport, which is being moved from its temporary location on Front Street West.

The interim streetscape plan as shown in Drawing 2 for Front Street West between York Street and the turning channel lanes of University Avenue will fulfill the Environmental Assessment recommendations of realigning the travel lanes and reducing pedestrian crossing distances through the creation of a protected zone using planters and coloured, tactile surface treatment. The space will be repurposed to create a large BikeShare station in order to accommodate significant demand in the area and the need to relocate the existing station at Union Station. The south-west corner of Front Street West and University Avenue will also be improved with widened pedestrian crosswalks.

The BIAs are paying for the cost of installing and maintaining all planters while the coloured, tactile surface treatment is being installed by Transportation Services as a pilot to determine its effectiveness and durability for use in other temporary streetscape plans.

Councillor Joe Cressy and Councillor Pam McConnell have been advised of the recommendations of this staff report.

CONTACT

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SIGNATURE

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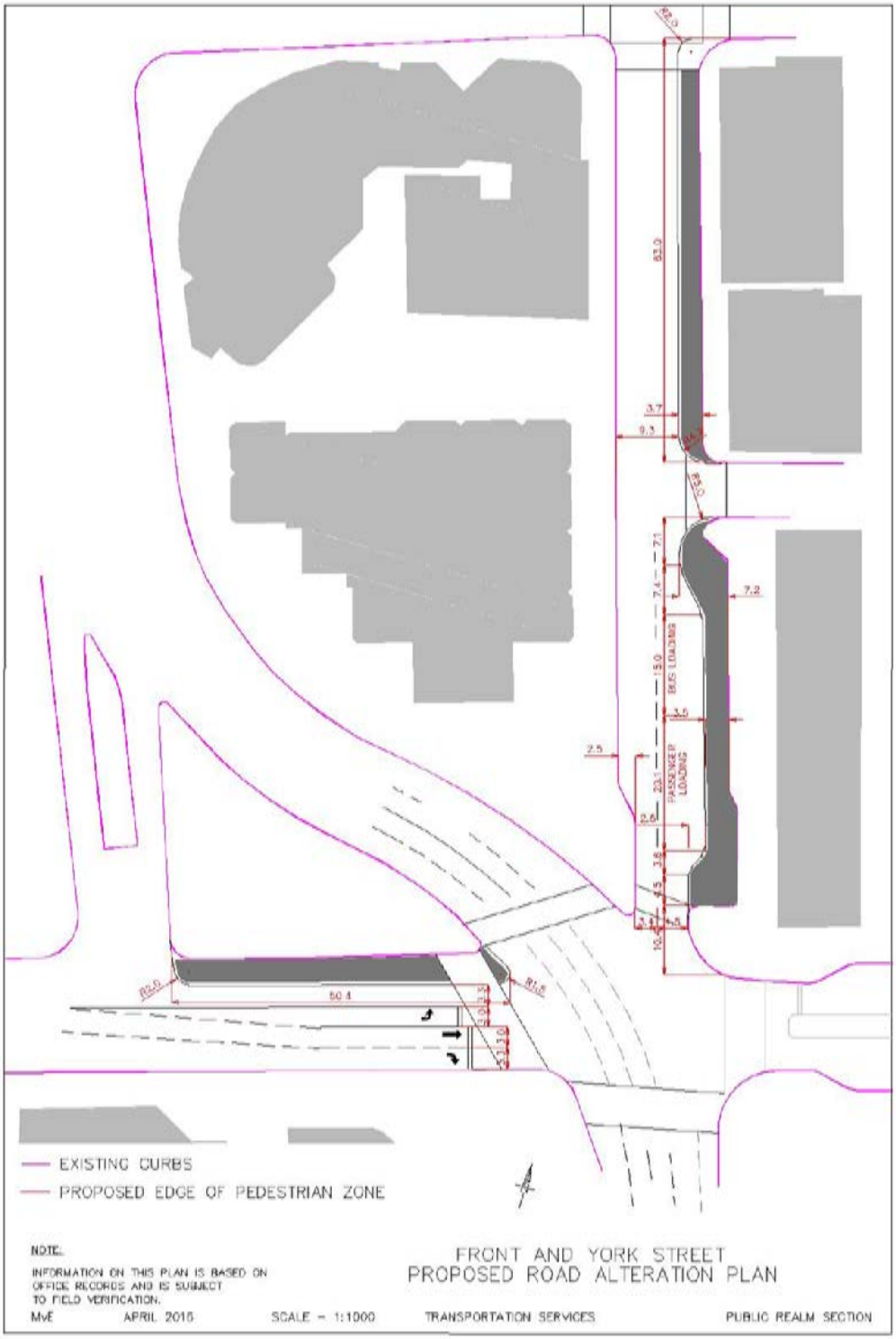
Elyse Parker
Director, Public Realm Section
Transportation Services

ATTACHMENTS

Drawing 1 – Front and York Proposed Road Alteration Plan
Drawing 2 – Front and York-University Interim Streetscape Plan
Appendix A – By-laws to be Rescinded
Appendix B – By-laws to be Enacted

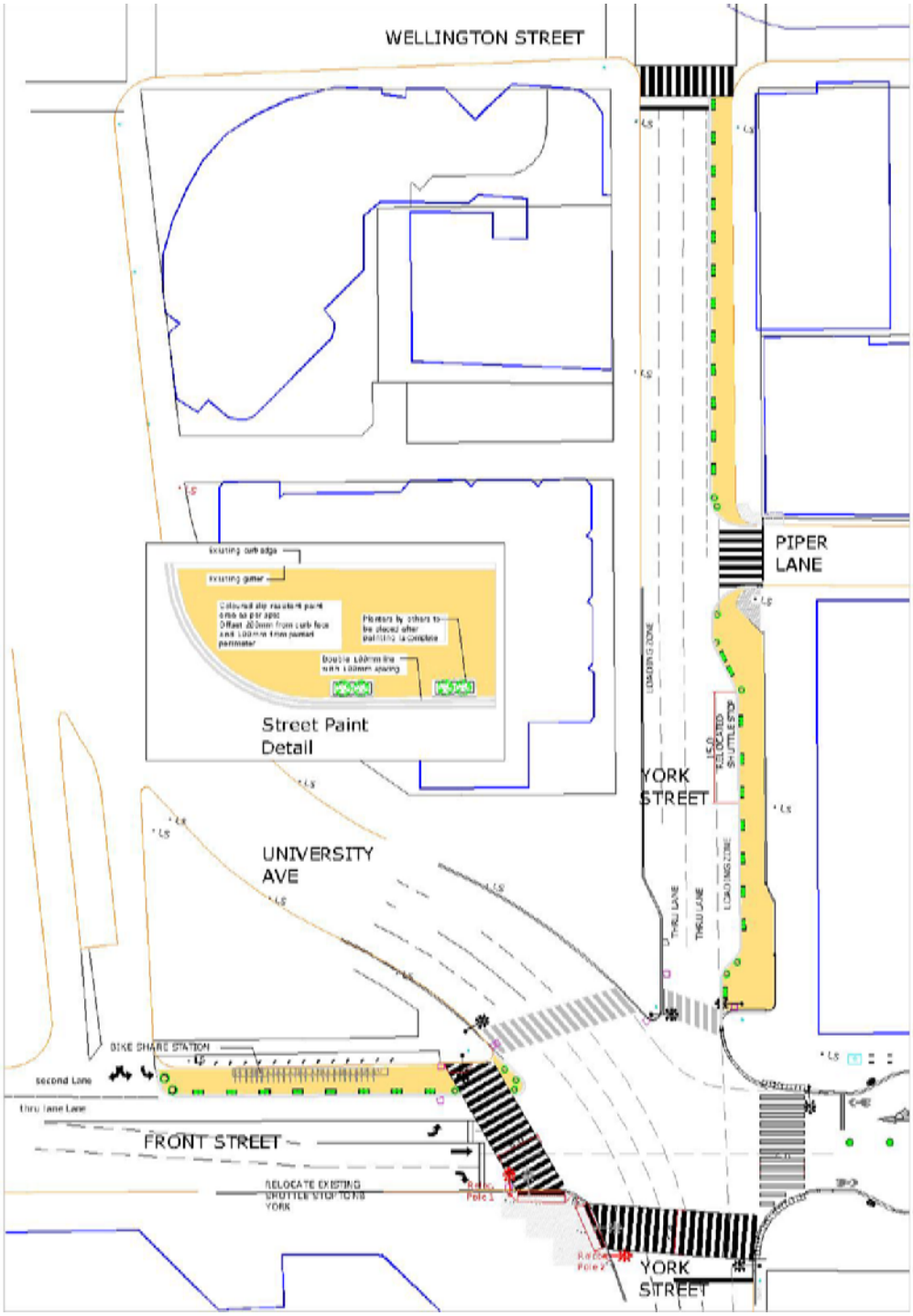
Drawing 1

Front-York-University Road Alteration Plan



Drawing 2

Front and York Interim Streetscape Plan



Appendix A

By-Laws to be Rescinded

No Parking

Highway	Side	Between	Prohibited Times and/or Days
Front Street West	North	University Avenue and York Street	Anytime
York Street	East	Front Street West and a point 36 metres north of Wellington Street	Anytime

No Standing

Highway	Side	Between	Prohibited Times and/or Days
Front Street West	North	Blue Jays Way and University Avenue	6:30 p.m. to 12:00 midnight, Mon. to Fri.; 12:00 noon to 6:00 p.m., on Sat., Sun. and public holidays; Apr. 1 to Nov. 30 of the same year, inclusive

No Stopping

Highway	Side	Between	Prohibited Times and/or Days
York Street	Both	Front Street West and a point 30.5 metres south of Richmond Street West	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m. Mon. to Fri., except public holidays
Front Street West	Both	York Street and Simcoe Street	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m. Mon. to Fri., except public holidays

Appendix B

By-Laws to be Enacted

No Parking

Highway	Side	Between	Prohibited Times and/or Days
York Street	East	Piper Lane and a point 36 metres north of Wellington Street West	Anytime

No Standing

Highway	Side	Between	Prohibited Times and/or Days
Front Street West	North	Blue Jays Way and the West Leg of University Avenue	6:30 p.m. to 12:00 midnight, Mon. to Fri.; 12:00 noon to 6:00 p.m., on Sat., Sun. and public holidays; Apr. 1 to Nov. 30 of the same year, inclusive
York Street	East	Front Street West and Piper Lane	Anytime

No Stopping

Highway	Side	Between	Prohibited Times and/or Days
Front Street West	North	West Leg of University Avenue and the East Leg of University Avenue	Anytime
York Street	East	14.5 metres south of Piper Lane and a point 30.5 metres south of Richmond Street West	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m. Monday to Friday, except public holidays
York Street	West	Front Street West and a point 30.5 metres south of Richmond Street West	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m. Monday to Friday, except public holidays

Bus Loading Zone

Highway	Side	Location	Times and/or Days
York Street	East	Between a point 38.6 metres north of Front Street West and 15 metres further north	Anytime

Passenger Loading Zone

Highway	Side	Location	Times and/or Days
York Street	East	Between a point 18.5 metres north of Front Street West and 20.1 metres further north	Anytime