



Joe Cressy 周凱捷

City Councillor | Ward 20, Trinity-Spadina

July 3, 2018

Toronto and East York Community Council
Committee Room 1
Toronto City Hall, 100 Queen West
Toronto, ON M5H 2N2

Dear Chair and Members,

Re: Traffic and Parking Amendments – Brant Street

In July 2016, City Council approved (2016.TE17.6) re-zoning for a new hotel at 49-51 Camden Street, on the south-east corner of the intersection of Camden Street and Brant Street. It is currently under construction.

Hotel uses tend to be associated with relatively high passenger pick-up and drop-off activity including taxi traffic. While the Official Plan requires that large developments of this nature accommodate these activities on site, City staff determined that it would not be feasible in this case due to the small size of the redevelopment site.

To accommodate standing taxis and the pick-up and drop-off activity associated with the hotel, the developer proposed to construct a layby on Brant Street. While this could help to ensure lanes of traffic are not obstructed, it would reduce the width of the sidewalk. Most of the sidewalks in our downtown neighbourhoods are already too narrow and congested, and we seek to make the pedestrian realm more generous wherever properties are redeveloped.

Converting Brant Street from two-way traffic to one-way northbound operation eliminates the need for a layby. The new configuration ensures that curbside activity in front of the hotel does not block the remaining lane for travel, and also maintains a full width sidewalk. In addition, the conversion to one-way traffic expands the supply of local curbside space, which can help to accommodate the growing volume of deliveries resulting from online purchases, short vehicle trips associated with taxi services and app-based mobility services, along with more traditional services and trades common in dense urban neighbourhoods.

Transportation Services staff have advised that there is sufficient pavement width on Brant Street to accommodate a contra-flow bike lane alongside the one-way northbound operation for vehicles. Maintaining cycling connectivity is valuable due to Brant Street's central location relative to the downtown cycle track network and planned cycling network improvements. Approval for the contra-flow lane will be sought from City Council because cycling infrastructure matters are not delegated to Community Council.

Financial Impact

All costs associated with the installation of signs, pavement markings and traffic control signal modifications are the responsibility of the developer of 49-51 Camden Street.

Recommendation

Toronto and East York Community Council:

1. Rescind the existing permit parking regulation in effect from 12:00 midnight to 7:00 a.m. daily on the east side (odd side) of Brant Street, from Adelaide Street West to Richmond Street West.
2. Rescind the existing parking prohibition in effect from 8:00 a.m. to 6:00 p.m. daily on the east side of Brant Street, between a point 26 metres north of Camden Street and Richmond Street West.
3. Rescind the existing accessible loading zone in effect at all times on the east side of Brant, between a point 15 metres north of Camden Street and a point 11 metres further north.
4. Rescind the existing standing prohibition in effect at all times on the east side of Brant, between a point 15 metres north of Camden Street and a point 11 metres further north.
5. Amend the existing parking prohibition in effect from 8:00 a.m. to 6:00 p.m. daily on the east side of Brant Street, between King Street West and a point 15 metres north of Camden Street, to be in effect from King Street West and Adelaide Street West.
6. Prohibit stopping at all times on the west side of Brant Street, between Adelaide Street West and Richmond Street West.
7. Prohibit stopping at all times on the east side of Brant Street, between Adelaide Street West and a point 15 metres north.
8. Designate a taxi stand to operate at all times on the east side of Brant Street, between a point 15 metres north of Adelaide Street West and a point 10 metres further north.
9. Prohibit standing at all times on the east side of Brant Street, between a point 25 metres north Adelaide Street West and a point 15 metres north of Camden Street.
10. Designate a passenger loading zone to operate at all times on the east side of Brant Street, between a point 25 metres north Adelaide Street West and a point 15 metres north of Camden Street.
11. Designate a commercial loading zone to operate at all times on the east side of Brant Street, between a point 15 metres north of Camden Street and a point 11 metres further north.
12. Prohibit standing at all times on the east side of Brant Street, between a point 26 metres north of Camden Street and Richmond Street West.

13. Designate a passenger loading zone to operate at all times on the east side of Brant Street, between a point 26 metres north of Camden Street and Richmond Street West.
14. Designate Brant Street, between Adelaide Street West and Richmond Street West, as one-way for northbound traffic only.
15. Prohibit westbound left turns at all times on Camden Street at Brant Street, bicycles excepted.

Sincerely,

Joe Cressy
City Councillor
Ward 20, Trinity-Spadina

Attachment: Sketch of proposed traffic and parking regulations on Brant Street



N

≈36 m

11 m

15 m







BICYCLES
EXCEPTED

≈39 m

10 m

15 m

-  No Stopping Anytime
-  Taxi Stand
-  No Standing Anytime
Passenger Loading
Zone
-  Commercial Loading
Zone