

Parking Amendments - 900 Bay Street (Macdonald Block Reconstruction Project) - (Non-Delegated)

Date: October 3, 2025

To: Toronto and East York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 11, University-Rosedale

SUMMARY

As Toronto Transit Commission (TTC) operates a transit service on Bay Street, City Council approval of this report is required.

Transportation Services is requesting the approval of an on-street accessible loading zone to operate at all times within the lay-by on the west side of Bay Street, south of Wellesley Street West, as it relates to the Macdonald Block Reconstruction Project at 900 Bay Street. The proposed accessible loading zone will address requirements of the proposed streetscape plan submission on Bay Street.

A companion report, "Parking Amendments - 900 Bay Street (Macdonald Block Reconstruction Project) - (Delegated)", dated October 3, 2025, outlines the required delegated parking amendments for the location on Grosvenor Street, which does not have TTC service.

RECOMMENDATIONS

The Director, Enforcement and Street Management, Transportation Services recommends that:

1. City Council rescind the existing stopping prohibition in effect from 7:00 a.m. to 7:00 p.m., Monday to Friday, except public holidays, on the west side of Bay Street, between College Street and Cumberland Street.
2. City Council prohibit stopping from 7:00 a.m. to 7:00 p.m., Monday to Friday, except public holidays, on the west side of Bay Street, between College Street and a point 97.5 metres south of Wellesley Street West, and between a point 66 metres south of Wellesley Street West and Cumberland Street.

3. City Council rescind the existing parking machine regulation on the west side of Bay Street, between College Street and Bloor Street West, in effect from 7:00 p.m. to 12:00 a.m., Monday to Friday, at a rate of \$5.50 per hour and for a maximum period of five hours.
4. City Council authorize the installation of parking machines on the west side of Bay Street, between College Street and a point 97.5 metres south of Wellesley Street West, and between a point 66 metres south of Wellesley Street West and Bloor Street West, to be in effect from 7:00 p.m. to 12:00 a.m., Monday to Friday, at a rate of \$5.50 per hour and for a maximum period of five hours.
5. City Council rescind the existing parking machine regulation on the west side of Bay Street, between College Street and Bloor Street West, in effect from 8:00 a.m. to 6:00 p.m., Saturday, at a rate of \$5.50 per hour and for a maximum period of three hours.
6. City Council authorize the installation of parking machines on the west side of Bay Street, between College Street and a point 97.5 metres south of Wellesley Street West, and between a point 66 metres south of Wellesley Street West and Bloor Street West, to be in effect from 8:00 a.m. to 6:00 p.m., Saturday, at a rate of \$5.50 per hour and for a maximum period of three hours.
7. City Council rescind the existing parking machine regulation on the west side of Bay Street, between College Street and Bloor Street West, in effect from 6:00 p.m. to 12:00 a.m., Saturday, and from 1:00 p.m. to 12:00 a.m., Sunday, at a rate of \$5.50 per hour and for a maximum period of six hours.
8. City Council authorize the installation of parking machines on the west side of Bay Street, between College Street and a point 97.5 metres south of Wellesley Street West, and between a point 66 metres south of Wellesley Street West and Bloor Street West, to be in effect from 6:00 p.m. to 12:00 a.m., Saturday, and from 1:00 p.m. to 12:00 a.m., Sunday, at a rate of \$5.50 per hour and for a maximum period of six hours.
9. City Council designate an accessible loading zone to be in effect at all times, on the west side of Bay Street, between a point 66 metres south of Wellesley Street West and a point 31.5 metres further south.

FINANCIAL IMPACT

There are no financial implications to this report. The cost for the removal of five pay-and-display on-street parking spaces and machine relocation in the estimate amount of \$155,815.00 has been paid to Toronto Parking Authority. The pavement markings and sign installation will be completed by PCL Constructors Canada Inc.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services was requested by PCL Constructors Canada Inc. to designate an accessible loading zone within the newly built lay-by on the west side of Bay Street as part of the streetscape plan submission application of Macdonald Block Reconstruction project. The accessible loading zone will allow curbside access for accessible vehicles equipped with a side or rear loading ramp (e.g., Wheel-Trans) and permit holders during pick-up/drop-off scenarios.

The Macdonald Block Complex located at 900 Bay Street will become the administrative hub of Ontario government operations. It consists of five buildings: four office towers connected by a two-storey podium. The reconstruction project is updating all core building systems and office accommodations will also be enhanced for modern accessibility standards. The new lay-by for accessible loading zone on Bay Street has been built to support enhanced accessibility.

Existing Conditions

Bay Street is characterized by the following conditions:

- It is a four-lane, north-south, major arterial roadway
- It operates two-way traffic on a pavement width of approximately 16.4 metres
- The speed limit is 40 km/h
- Heavy trucks are permitted at all times
- There is TTC service provided by the 19 Bay bus
- There are sidewalks located on both sides of the street
- The curb lanes on Bay Street are reserved for buses, taxis, motorcycles and bikes from 7:00 a.m. to 7:00 p.m., Monday to Friday ("Urban Clearway")

The parking regulations on both sides of Bay Street, between Wellesley Street West and Grosvenor Street, are as follows:

- No stopping from 7:00 a.m. to 7:00 p.m., Monday to Friday
- Parking machines from 7:00 p.m. to 12:00 a.m., Monday to Friday, from 8:00 a.m. to 12:00 a.m., Saturday, and from 1:00 p.m. to 12:00 a.m., Sunday
- Maximum three-hour statutory parking at all other times, where permitted

Proposed Traffic and Parking Amendments

Transportation Services provides designated on-street accessible loading zones as a convenience for people with physical impairments, disabilities and/or for those who transport them, making it easier for them to locate a pick-up/drop-off space, as near as possible to their residence or intended destinations and reduce the distances that the person with the physical impairment or disability must walk.

As part of the streetscape proposed plan application, the applicant has requested an accessible loading zone within the lay-by newly built on the west side of Bay Street, between a point 66 metres south of Wellesley Street West and a point 31.5 metres further south. This accessible loading zone may be used by TTC Wheel-Trans or any vehicle displaying a valid "Accessible Parking Permit" while actively engaged in the pick-up or drop-off of a person with accessibility requirements. The proposed accessible loading zone will not interfere with the operation of curb lanes on Bay Street.

A map of the area and proposed accessible loading zone is included in Attachment 1.

The Ward Councillor has been advised of the recommendations of this staff report.

CONTACT

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SIGNATURE



Mike Barnet, P. Eng.
Director, Enforcement and Street Management, Transportation Services

ATTACHMENTS

Attachment 1: Map - Accessible Loading Zone - Bay Street

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