



STAFF REPORT ACTION REQUIRED

Lane and Sidewalk Closure – Grenville Street and Grosvenor Street

Date:	August 18, 2008
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Toronto-Centre Rosedale, Ward 27
Reference Number:	Ts08153te.top.doc

SUMMARY

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

Khurana Associates is building a 50-storey condominium at 832 Bay Street, on the west side of Bay Street between Grenville Street and Grosvenor Street. For this reason, Transportation Services must close the sidewalk and curb lane on the south side of Grosvenor Street, the sidewalk and parking lane on the north side of Grenville Street, and the public laneway at the rear of the property, for 44 months.

RECOMMENDATIONS

Transportation Services recommends that Toronto and East York Community Council approve the following actions:

1. Close the sidewalk and curb lane on the south side of Grosvenor Street, between Bay Street and a point 42.3 metres west of Bay Street, from September 10, 2008, to May 30, 2012.
2. Close the sidewalk and curb lane on the north side of Grenville Street, between Bay Street and a point 33.5 metres west of Bay Street, from September 10, 2008, to May 30, 2012.
3. Close the public laneway west of Bay Street, between Grenville Street and Grosvenor Street, to vehicular traffic from September 10, 2008 to May 30, 2012.
4. During this period, implement “No Stopping Anytime” on the south side of Grosvenor Street, between Bay Street and a point 47.3 metres west of Bay Street.

5. During this period, remove the existing “No Standing Anytime” regulation on the south side of Grosvenor Street, between Bay Street and a point 47.3 metres west of Bay Street.
6. During this period, implement “No Stopping Anytime” on the north side of Grosvenor Street, between Bay Street and a point 57.3 metres west of Bay Street.
7. During this period, remove the existing “Two Hour Parking, 8:00 a.m. to 6:00 p.m., Mon. to Sat.” regulation on the north side of Grosvenor Street, between Bay Street and a point 57.3 metres west of Bay Street.
8. During this period, remove the existing Pay and Display parking regulation on the north side of Grosvenor Street, between Bay Street and a point 57.3 metres west of Bay Street.
9. During this period, implement “No Stopping Anytime” on the north side of Grenville Street, between Bay Street and a point 43.5 metres west of Bay Street.
10. During this period, remove the existing “No Parking Anytime” regulation on the north side of Grenville Street, between Bay Street and a point 43.5 metres west of Bay Street.
11. Return Grosvenor Street and Grenville Street to their pre-construction traffic and parking regulations when the project is completed.

Financial Impact

There is no financial impact on the City. Khurana Associates will bear the costs.

DECISION HISTORY

City Council, at its meeting of May 26 and 27, 2008, in considering Item 15.9 of the Toronto and East York Community Council, among other things, approved the amendment to the General Zoning By-law No. 438-86 for the construction of a 50-storey building at 832 and 860 Bay Street.

ISSUE BACKGROUND

Transportation Services has received an application from Jassie Khurana, Khurana Associates, for a temporary sidewalk and lane closure on the south side of Grosvenor Street, between Bay Street and a point 42.3 metres west of Bay Street, for a sidewalk and parking lane closure on the north side of Grenville Street, between Bay Street and a point 33.5 metres west of Bay Street, and for a closure of the public laneway west of Bay Street, between Grenville Street and Grosvenor Street to vehicular traffic, to use as construction staging areas to construct this development. Chapter 937-2 of the Municipal Code authorizes staff to issue road closure permits of up to 30 days for private construction. This closure will be in effect for 44 months and needs Toronto and East York Community Council’s approval.

COMMENTS

Grosvenor Street, between Bay Street and a point 42.3 metres west of Bay Street, is 12.2 metres wide and operates two-way with one traffic lane in each direction. There is an existing “No Standing Anytime” regulation on the south side of the street and pay-and-display parking on the north side. There are no T.T.C. bus routes on this portion of Grosvenor Street. Five pay-and-display parking spaces on the north side of Grosvenor Street are affected by this proposal. Khurana Associates will be responsible for the lost revenue for these parking spaces.

Grenville Street, between Bay Street and a point 33.5 metres west of Bay Street, is 9.75 metres wide and operates two-way with one traffic lane in each direction. There is an existing “No Parking Anytime” regulation on the north side of the street and a “No Standing Anytime” regulation on the south side. There are no T.T.C. bus routes on this portion of Grenville Street. There are no pay-and-display parking spaces affected by this proposal.

The public laneway on the west side of the site runs from Grosvenor Street to Grenville Street. There are no vehicular accesses that are directly affected by the closure of this laneway to vehicles. A 1.5 metre wide pedestrian walkway will be maintained on the west side of the laneway for the duration of the project.

There will be no impact to pedestrian or traffic flow on Bay Street.

Reasons for the partial road closure

Developing this property means excavating the entire site to a depth of 18 metres. The applicant needs a construction staging area within the road allowance on the south side of Grosvenor Street, the north side of Grenville Street, and the public laneway on the west side of the site. Pedestrians will be redirected into temporary walkways beside the construction staging areas.

CONTACT

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SIGNATURE

Andrew Koropeski, P.Eng.
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ATTACHMENTS

Drawing No. 421F-9402, dated August, 2008

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