



**STAFF REPORT
ACTION REQUIRED**

Lane and Sidewalk Closure – Sherbourne Street and Linden Street

Date:	August 15, 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:	Ts08152te.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.

Deltera Inc. is constructing a 32-storey condominium building at 582 Sherbourne Street, on the north-west corner of Sherbourne Street and Linden Street. For this reason, Transportation Services must close the sidewalk and curb lane on the west side of Sherbourne Street and the north side of Linden Street for 28 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 west side of Sherbourne Street between Linden Street and a point 37.3 metres north of Sherbourne Street, from September 10, 2008, to December 31, 2010.
2. Close the sidewalk and curb lane on the north side of Linden Street, between Sherbourne Street and a point 82.8 metres west of Sherbourne Street, from September 10, 2008, to December 31, 2010.
3. During this period, implement “No Stopping Anytime” on the east side of Sherbourne Street, between a point 80.1 metres north of Isabella Street and a point 116.1 metres north of Isabella Street.

4. During this period, remove the existing “One Hour Parking, 8:00 a.m. to 6:00 p.m., Mon. to Fri.” regulation on the east side of Sherbourne Street, between a point 80.1 metres north of Isabella Street and a point 116.1 metres north of Isabella Street.
5. During this period, remove the existing Pay & Display regulations on the east side of Sherbourne Street, between a point 80.1 metres north of Isabella Street and a point 116.1 metres north of Isabella Street.
6. During this period, implement “No Stopping Anytime” on both sides of Linden Street, between Sherbourne Street and a point 93.3 metres west of Sherbourne Street.
7. During this period, remove the existing “No Parking Anytime” regulation on the south side of Linden Street, between Sherbourne Street and a point 93.3 metres west of Sherbourne Street.
8. During this period, remove the existing “One Hour Parking, Anytime” regulation on the north side of Linden Street, between Sherbourne Street and a point 93.3 metres west of Sherbourne Street.
9. During this period, remove the existing “Permit Parking, 10:00 p.m. to 10:00 a.m.” regulation on the north side of Linden Street, between Sherbourne Street and a point 93.3 metres west of Sherbourne Street.
10. During this period, remove the portion of the existing School Bus Loading Zone on the south side of Linden Street, between a point 48.8 metres west of Sherbourne Street and a point 93.3 metres west of Sherbourne Street.
11. Return Sherbourne Street and Linden Street to their pre-construction traffic and parking regulations when the project is completed.

Financial Impact

There is no financial impact on the City. Deltera Inc. will bear the costs.

DECISION HISTORY

City Council, at its meeting of June 19, 20 and 22, 2007, in considering Item 6.4 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 32-storey condominium at 582 Sherbourne Street & 28 Linden Street.

ISSUE BACKGROUND

Transportation Services has received an application from Gouled Osman, Deltera Inc., for a temporary sidewalk and bicycle lane closure on the west side of Sherbourne Street, between Linden Street and a point 37.3 metres north of Linden Street, and for a sidewalk and parking lane closure on the north side of Linden Street, between Sherbourne Street

and a point 82.8 metres west of Sherbourne Street, to use as a construction staging area 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 28 months and needs Toronto and East York Community Council's approval.

COMMENTS

Sherbourne Street, between Linden Street and a point 37.3 metres north of Linden Street, is 12.19 metres wide and operates two-way with one traffic lane and one bicycle lane in each direction. There is an existing "No Stopping Anytime" regulation on both sides of the street. The T.T.C. No. 75 bus route uses this portion of Sherbourne Street. The bicycle lanes and traffic lanes will be maintained for the duration of the project by changing the pavement markings on the street. Six Pay & Display parking spaces on the east side of Sherbourne Street, south of Linden Street, will have to be removed because of the changes to the pavement markings.

Linden Street, between Sherbourne Street and a point 82.8 metres west of Sherbourne Street, is 6.88 metres wide and operates one-way in the eastbound direction. There is a School Bus Loading Zone on the south side of the street for the Sacre-Coeur Elementary School. The length of the School Bus Loading Zone will have to be reduced by 44.5 metres so the construction staging area can be set up, leaving 16.5 metres. The applicant has discussed this matter with staff from the school and they have provided a letter saying the proposal is acceptable. The north side of the street is regulated by overnight permit parking and one-hour parking. Eleven parking spaces will have to be removed from the street, however the area does not have a history of being wait-listed for overnight parking permits.

The construction staging area on the north side of Linden Street will let construction vehicles enter from Sherbourne Street instead of travelling through the neighbourhood to get to the site. The portion of Linden Street that will be used by the public, namely the south side of the street, will remain one-way eastbound. The applicant has discussed this proposal with the Upper Jarvis Neighbourhood Association and they have provided a letter saying their concerns about construction traffic in the neighbourhood have been addressed.

Since the north side of Linden Street will only be used by construction vehicles, it is not necessary or recommended to make Linden Street into a two-way street. Doing so would confuse motorists into thinking that the south part of Linden Street is two-way since it is the only part of the street that is open to traffic, and it is not wide enough for two-way traffic.

Reasons for the partial road closure

Developing this property means excavating the entire site to a depth of 14 metres. The applicant needs a construction staging area within the road allowance on the west side of Sherbourne Street and on the north side of Linden Street. Pedestrians on the west side of Sherbourne Street will be redirected into a temporary walkway beside the construction staging area. Pedestrians on the north side of Linden Street will have to cross to the south

side to go around the construction staging area. Signs will be posted at Huntley Street and at Sherbourne Street to notify pedestrians of the north sidewalk closure.

CONTACT

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SIGNATURE

Andrew Koropeski, P.Eng.
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ATTACHMENTS

Drawing No. 421F-9401, dated August, 2008

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