

Construction Staging Area – 319-323 Jarvis Street

Date: May 3, 2019
To: Toronto and East York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 13, Toronto-Centre

SUMMARY

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

CentreCourt is constructing a 45-storey residential condominium building at 319-323 Jarvis Street. The site is bounded by a townhouse development (325 Jarvis Street and 390 George Street), existing residential buildings (372-376 George Street) to the east, Ontario Court of Justice (311 Jarvis Street) to the south and Jarvis Street to the west.

Transportation Services is requesting approval to close the sidewalk and a portion of the northbound lane on the east side of Jarvis Street for a period of 26 months (June 25, 2019 to August 31, 2021), to accommodate construction staging operations.

Two southbound and two northbound traffic lanes on Jarvis Street, in the vicinity of the site, will be maintained during construction. Pedestrian operations on Jarvis Street abutting the site will be maintained in a covered and protected walkway within the closed portion of the northbound curb lane.

RECOMMENDATIONS

The Acting Director, Traffic Management, Transportation Services, recommends that:

1. City Council approve the closure of the east sidewalk and a 4.3 metre wide portion of the northbound curb lane on Jarvis Street, between a point 54 metres south of Gerrard Street East and a point 30.5 metres further south and provision of a temporary pedestrian walkway within the closed portion of the southbound curb lane, from June 25, 2019 to August 31, 2021.
2. City Council rescind the existing parking prohibition in effect at all times on the east side of Jarvis Street, between Gerrard Street East and a point 112 metres south.
3. City Council rescind the existing stopping prohibition in effect from 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, on the east side of Jarvis Street, between Gerrard Street East and a point 112 metres south.

4. City Council rescind the existing stopping prohibition in effect from 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, on the west side of Jarvis Street, between a point 109.5 metres south of Gerrard Street East and a point 45.5 metres north of Gerrard Street East.
5. City Council rescind the existing stopping prohibition in effect from 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, on the west side of Jarvis Street, between a point 176.5 metres south of Gerrard Street East and a point 94 metres further south.
6. City Council rescind the existing parking machine regulation in effect from 9:30 a.m. to 3:30 p.m. and 6:30 p.m. to 9:00 p.m., Monday to Friday; 8:00 a.m. to 9:00 p.m., Saturday; and 1:00 p.m. to 9:00 p.m., Sunday, on the west side of Jarvis Street, between a point 109.5 metres south of Gerrard Street East and a point 45.5 metres north of Gerrard Street East and between a point 176.5 metres south of Gerrard Street East and a point 94 metres further south.
7. City Council prohibit stopping at all times on the east side of Jarvis Street, between Gerrard Street East and a point 112 metres south.
8. City Council prohibit stopping at all times on the west side of Jarvis Street, between a point 109.5 metres south of Gerrard Street East and a point 45.5 metres north of Gerrard Street East.
9. City Council prohibit stopping at all times on the west side of Jarvis Street, between a point 176.5 metres south of Gerrard Street East and a point 94 metres further south.
10. City Council direct the applicant to post a 24-hour monitored construction hotline number on the hoarding board, which must be prominently placed and legible from 20 metres and on all elevations from the construction site.
11. City Council direct the applicant to provide and install public art, including mural artwork, onto every elevation of the hoarding board with adequate spotlighting for night-time illumination, at their sole cost, to the satisfaction of the Ward Councillor.
12. City Council direct the applicant to sweep the construction site daily and nightly, or more frequently as needed to be cleared of any construction debris and made safe.
13. City Council direct the applicant to pressure wash the construction site and adjacent sidewalks and roadways weekly, or more frequently as needed to be cleared of any construction debris and made safe.
14. City Council direct the applicant to ensure that the existing sidewalks or the proposed pedestrian walkway have proper lighting to ensure safety and visibility at all times of the day and night.

15. City Council direct the applicant to clearly consult and communicate all construction, parking and road occupancy impacts with local business improvement areas and resident associations in advance of any physical road modifications.

16. City Council direct the applicant to install appropriate signage and converging mirrors to ensure that pedestrians, cyclists and motorists safety is considered at all times.

17. City Council direct that Jarvis Street be returned to its pre-construction traffic and parking regulations when the project is complete.

FINANCIAL IMPACT

There is no financial impact to the City. CentreCourt is responsible for all costs, including payment of fees to the City for the occupancy of the right-of-way. Based on the area enclosed and projected duration of the proposed closures on Jarvis Street, these fees will be approximately \$484,000.00.

DECISION HISTORY

The Zoning By-Law Amendment is pending approval from the Environment and Land Tribunals Ontario.

COMMENTS

Proposed Development

A 45-storey residential condominium building will be constructed by CentreCourt at the lands located at 319-323 Jarvis Street. The site is bounded by a townhouse development (325 Jarvis Street and 390 George Street), existing residential buildings (372-376 George Street) to the east, Ontario Court of Justice (311 Jarvis Street) to the south and Jarvis Street to the west.

The development, when completed, will consist of 579 dwelling units with a ground floor retail and a 5-level underground parking garage. Permanent vehicular access will be provided from Jarvis Street.

Major construction activities and associated timeline for the development are described below:

- Excavation and shoring: from May 2019 to December 2019;
- Below grade formwork: from December 2019 to April 2020;
- Above grade formwork: from April 2020 to June 2021;
- Building envelope: from March 2021 to August 2021; and
- Interior finishes: from December 2020 to August 2021.

Based on the information provided by the developer, the entire site will be excavated to a depth of 18 metres from the street level. The excavation will extend from property line to property line on all four sides of the site. The developer has advised that due to limited availability of space, all construction activities including delivery and storage of construction material cannot be accommodated within the site. Therefore, occupation of road right-of-way on Jarvis Street will be essential to set up construction staging operations for the development.

Existing Conditions

Jarvis Street, in the vicinity of the site, is a north-south major arterial road and consists of a five-lane (two northbound lanes, two southbound lanes and a centre bi-directional lane) cross-section on a pavement width of 15.5 metres. Jarvis Street currently operates as three southbound lanes and two northbound lanes during the morning and off-peak peak hours and with two southbound lanes and three northbound lanes during the afternoon peak hours. The TTC express route No. 141 operates on this portion of Jarvis Street.

The following parking regulations are in effect on the subject section of Jarvis Street:

East Side

- No parking anytime between Gerrard Street East and Dundas Street East; and
- No stopping from 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, between Gerrard Street East and Dundas Street East.

West Side

- No parking anytime between Gerrard Street East and Dundas Street East;
- No parking anytime between a point 102 metres north of Dundas Street East and a point 82.5 metres further north;
- No stopping from 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, between Gerrard Street East and Dundas Street East; and
- Parking Machines operate from 9:30 a.m. to 3:30 p.m. Monday to Friday; 8:00 a.m. to 9:00 p.m. Saturday; and 1:00 p.m. to 9:00 p.m. Sunday, between Gerrard Street East and Dundas Street East.

Construction Staging Area

Construction staging operations on Jarvis Street will take place within the existing boulevard allowance and the northbound curb lane on the east side of Jarvis Street, abutting the site. Subject to approval, a 4.3 metre wide portion of the northbound lane and sidewalk on the east side of Jarvis Street, between a point 54 metres south of Gerrard Street East and a point 30.5 metres further south, will be closed to accommodate construction staging operations for the development. Pedestrians will be directed to a protected 1.7 metre covered walkway within the closed portion of the northbound lane. Pedestrian operations on the west sidewalk will remain unchanged.

In order to minimize traffic congestion, traffic lanes on Jarvis Street will be realigned to maintain two northbound and two southbound traffic lanes during all times, thereby removing the centre bi-directional lane for the duration of the project. With the proposed construction staging area in place, Jarvis Street in the immediate vicinity of the site, will operate as a 3.1 metre wide through traffic lane and a 3.0 metre wide curb lane in the southbound direction. In the north direction, 3.3 metre lane widths will accommodate both the through lane and curb lane.

To enhance traffic flow around the construction staging area, stopping will be prohibited during all times on both sides of Jarvis Street, in the vicinity of the construction staging area.

The proposed construction staging area on Jarvis Street will result in the removal of nine on-street parking machine spaces located on the west side of Jarvis Street. The removal of nine parking spaces is not expected to have a significant impact on the parking supply in the area. The developer will be responsible for paying the lost revenue of the parking spaces on Jarvis Street.

Finally, a review of the City's five-year major capital works program was undertaken to identify any conflicts between the proposed construction staging areas and planned capital works projects in the area. The review of the Program at the time of this report indicates that in year 2021, Major Road Resurfacing project is planned on Jarvis Street, between Dundas Street East and Gerrard Street East. The exact dates of the planned capital works projects were not available at the time of this report. In the event the subject construction staging area is active during the capital works project, the applicant has advised that the remaining portion of resurfacing within the site will be undertaken on behalf of the Engineering Construction Services Unit, upon removal of the construction staging area.

Intersection Capacity Analysis

The existing and future (during construction) traffic operations at the signalized intersection of Jarvis Street at Gerrard Street East and Jarvis Street at Dundas Street East were analyzed during the morning and afternoon peak hours.

The existing traffic operations were analyzed using the existing lane configurations and vehicular/pedestrian traffic volumes. The future conditions were analyzed using the lane configurations available during construction of the site and projected traffic volumes.

Under existing conditions, the signalized intersection of Jarvis Street at Gerrard Street East operates acceptably during the morning and afternoon peak hours. The critical southbound through traffic movement on Jarvis Street will operate with an average delay of up to 15 seconds during the morning peak hours. The critical northbound through traffic movement on Jarvis Street will operate with an average delay of up to 9 seconds during the afternoon peak hours. Average vehicle queuing on all approaches is acceptable for both periods.

Under future (under construction) conditions, the intersection of Jarvis Street at Gerrard Street East is expected to operate acceptably during both morning and afternoon peak

hours. During the morning peak hours, the southbound through traffic movement on Jarvis Street at Gerrard Street East is expected to operate acceptably with a minor increase of 4 seconds in delay. The average vehicle queuing on the southbound through traffic movements is expected to increase by approximately 42 metres when compared to the existing conditions. During the afternoon peak hours, the northbound through traffic movement is expected to operate acceptably with a minor increase of 6 seconds in delay. The average vehicle queuing on the southbound through traffic movements is expected to increase by approximately 13 metres when compared to the existing conditions.

Based on the above analysis, the proposed construction staging area on Jarvis Street is not expected to have a significant impact on the northbound and southbound traffic movement on Jarvis Street and the area wide traffic operations. Furthermore, the proposed construction area will not negatively impact TTC service on Jarvis Street.

Through ongoing dialogue with the developer, Transportation Services is satisfied that CentreCourt has looked at all options to minimize the duration and impact of the construction staging area on all road users.

If the proposed staging area is not approved, the developer's only option will be to apply for day-use permits of Jarvis Street for periods of less than 30 consecutive days over the initial twelve-month phase of the project in order to complete construction.

These permits would often contain temporal restrictions to ensure there is no road occupation during the AM and/or PM peak periods. Based on the nature of this type of construction activity, there are potential risks to the city in not allowing the staging area permit to proceed:

- During crane hoisting activities for a project of this scale, in considering Health and Safety regulations, the Police Act and the Highway Traffic Act give TPS officers the discretionary authority to close all lanes of a public highway during the hoist, taking into account wind conditions, as well as both the size and nature of the load;
- Once the pouring of concrete for a structural slab or member is commenced (like a building foundation or floor), it cannot be stopped for any reason (including the commencement of a rush hour restriction) until it is completed in order to maintain its structural integrity.

This would mean that on any given day during the construction activity, instead of having a single lane occupied 24/7 so that all hoisting would take place within the site, behind the construction hoarding, where the remaining adjacent lanes of traffic operate in a free-flow condition, all lanes of traffic may be held by the paid-duty officer on-site during the hoisting activity, including AM and PM peak periods at their sole discretion.

- When the constructor/developer requests the use of adjacent public highway to expand the size of their construction footprint, and bring vehicles into the site, they are also attempting to address their obligations as a constructor/employer under Ontario Regulation 213/91 "Construction Projects" pursuant to the Occupational Health and Safety Act.

Councillor Kristyn Wong-Tam's office has been advised of the recommendations of this staff report.

CONTACT

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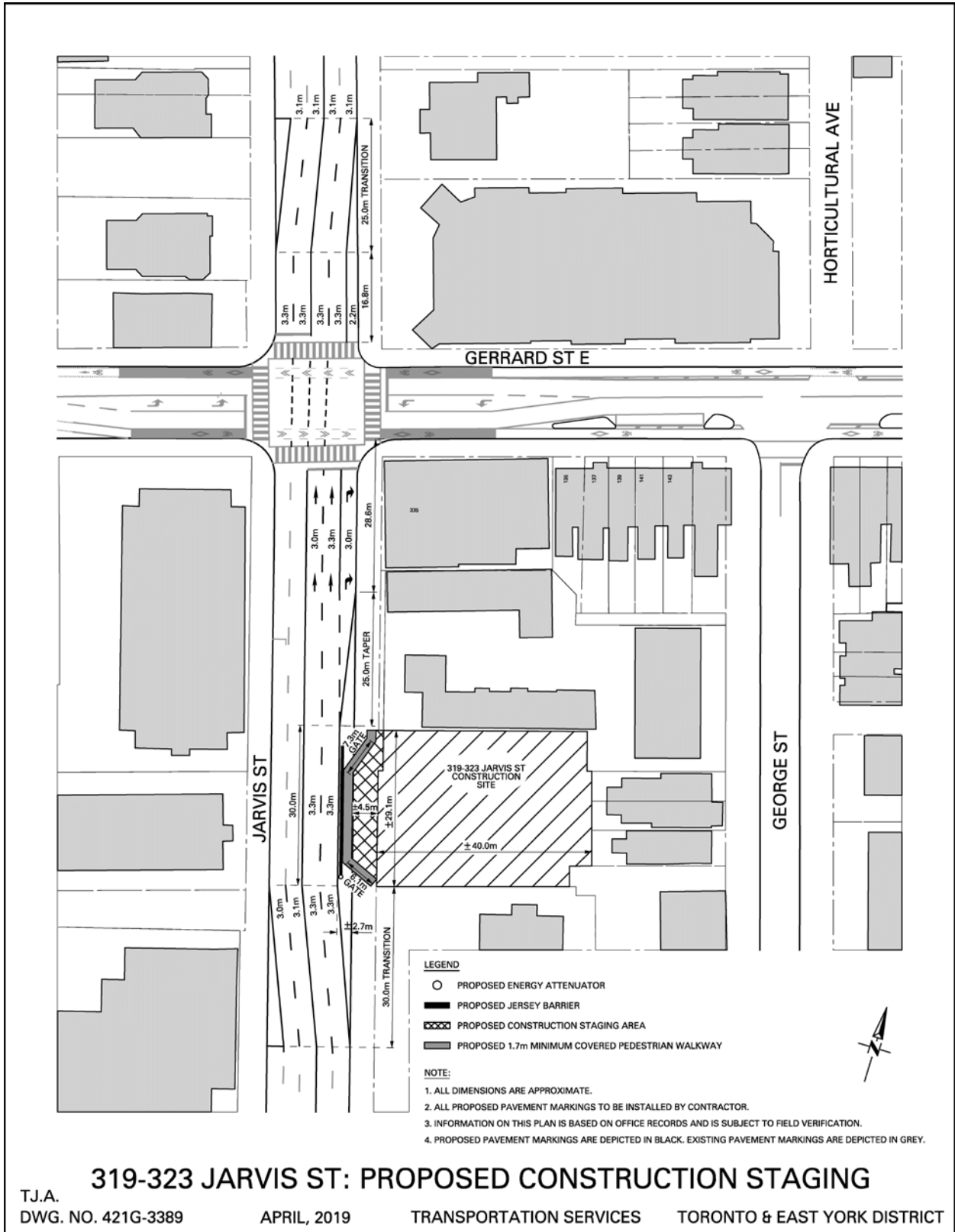
SIGNATURE

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ATTACHMENTS

1. Drawing No. 421G-3389, dated April 2019

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