

Construction Staging Area – 484 Spadina Avenue

Date: February 28, 2019
To: Toronto and East York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 11, University-Rosedale

SUMMARY

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

Fitzrovia Real Estate Inc. is constructing a 15-storey mixed-use development at 484 Spadina Avenue. The site is located on the north-west quadrant of Spadina Avenue and College Street.

In order to enable construction of the above mentioned development, Transportation Services is requesting approval to close a portion of the southbound curb lane and the sidewalk on the west side of Spadina Avenue, between a point 18 metres north of College Street and a point 52 metres north for a period of 16 months.

RECOMMENDATIONS

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

1. City Council approve the closure of the west sidewalk and a 4.3 metre wide portion of the southbound curb lane on Spadina Avenue, between a point 18 metres north of College Street and a point 52 metres north and provision of a temporary pedestrian walkway within the closed portion of the southbound curb lane, from April 1, 2019 to July 31, 2020.
2. City Council amend the existing taxicab stand in effect anytime except from 7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 5:30 p.m., Monday to Friday, on the west side of Spadina Avenue, between a point 58 metres north of College Street and a point 12 metres further north, to be in effect between a point 70 metres north of College Street and a point 12 metres further north.
3. City Council amend the existing maximum 15 minute parking regulation in effect from 7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 5:30 p.m., Monday to Friday, on the west side of Spadina Avenue, between a point 58 metres north of College Street and a point 12 metres further north, to be in effect between a point 70 metres north of College Street and a point 12 metres further north.

4. City Council amend the existing parking machine regulation in effect from 8:00 a.m. to 9:00 p.m., Monday to Saturday and 1:00 p.m. to 9:00 p.m. Sunday, on the west side of Spadina Avenue, between a point 70 metres north of College Street and a point 22 metres further north, to be in effect between a point 81 metres north of College Street and a point 11 metres further north.

5. City Council amend the existing passenger loading zone in effect from 7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 5:30 p.m., Monday to Friday, for a maximum period of 15 minutes, on the west side of Spadina Avenue, between a point 58 metres north of College Street and a point 12 metres further north, to be in effect between a point 70 metres north of College Street and a point 12 metres further north.

6. City Council amend the existing stopping prohibition in effect at all times, on the west side of Spadina Avenue, between a point 60 metres south of College Street and a point 58 metres north of College Street, to be in effect from a point 60 metres south of College Street and a point 70 metres north of College Street.

7. 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.

8. 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.

9. City Council direct that Spadina Avenue 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. Fitzrovia Real Estate Inc. 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 Spadina Avenue these fees will be approximately \$212,000.00.

DECISION HISTORY

The Ontario Municipal Board, pursuant to its Order issued July 23, 2018, in relation to Board Case No. PL131176, authorized an amendment to Zoning By-law No. 438- 86, for the lands municipally known as 484 Spadina Avenue.

COMMENTS

Proposed Development

A mixed-use development consisting of a 15-storey condominium building will be constructed by Fitzrovia Real Estate Inc. The site is bounded by the Scott Mission Daycare to the north, Spadina Avenue to the east, existing commercial uses (268 College Street) to the south and Douglas Campbell Lane to the west.

The development in its completed form, will consist of 167 dwelling units with a ground floor retail. A three level underground parking garage will be constructed with permanent access from Douglas Campbell Lane.

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

- Excavation and shoring: September 2018 to April 2019;
- Below grade formwork: December 2018 to May 2019;
- Above grade formwork: June 2019 to November 2019;
- Building envelope phase: August 2019 to June 2020; and
- Interior finishes stage: November 2019 to October 2020.

The excavation of the site will extend from property line to property line on all four sides and to a depth of 6.3 metres from the street level. In order to continue with remaining construction activities, a construction staging area will be required to provide a secure and controlled enclosure for the material deliveries, pickup location for the tower crane, and material storage.

The construction staging area on Spadina Avenue will be set up within the existing boulevard allowance and the southbound curb lane on the west side of the roadway, abutting the site.

Existing Conditions:

Spadina Avenue, in the vicinity of the site, is a north-south major arterial roadway that operates with two traffic lanes in each direction. The TTC service on Spadina Avenue is provided by the "510 Spadina" streetcar and operates in the centre median of the roadway.

The following parking regulations are in effect on the subject section of Spadina Avenue:

West Side

- Taxicab Stand, anytime except from 7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 5:30 p.m., Monday to Friday, on the west side of Spadina Avenue, between a point 58 metres north of College Street and a point 12 metres further north;
- Maximum fifteen-minute parking, 7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 5:30 p.m., Monday to Friday, on the west side of Spadina Avenue, between a point 58 metres north of College Street and a point 12 metres further north;

- Passenger Loading Zone, from 7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 5:30 p.m., Monday to Friday, for a maximum period of 15 minutes, between a point 58 metres north of College Street and a point 12 metres further north;
- Parking Machine, from 8:00 a.m. to 9:00 p.m., Monday to Saturday and 1:00 p.m. to 9:00 p.m. Sunday, on the west side of Spadina Avenue, between a point 70 metres north of College Street and a point 22 metres further north; and
- No Stopping, anytime between a point 60 metres south of College Street and a point 58 metres north of College Street.

East Side

- No Stopping, anytime between a point 66 metres south of College Street and a point 64.5 metres north of College Street.

Construction Staging Area

Subject to approval, a 4.3 metre wide portion of the southbound lane and sidewalk on the west side of Spadina Avenue, between a point 18 metres north of College Street and a point 52 metres further north, will be closed to accommodate construction staging operations for the development. Pedestrians will be directed to a protected 1.5 metre covered walkway within the closed portion of the southbound lane. With the proposed closure in place, Spadina Avenue, in the immediate vicinity of the site, will operate as one southbound and two northbound lanes. Pedestrian operations on the east side of Spadina Avenue will remain unchanged.

To enhance traffic flow around the construction staging area, stopping will be prohibited during all times on the west side of the road between College Street and a point 70 metres north.

The proposed construction staging area on Spadina Avenue will result in the removal of two on-street parking machine spaces located on the west side of Spadina Avenue. The removal of two parking machine 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 space on Spadina Avenue. In addition, the two taxicab stand and two maximum fifteen-minute parking spaces located on the west side of Spadina Avenue, between a point 58 metres north of College Street and a point 12 metres further north, will be relocated to be in effect from a point 70 metres north of College Street and a point 12 metres further north.

The developer has reviewed the extent (i.e. length and width) of the proposed construction staging area on Spadina Avenue and advised that the proposed occupation of the road right-of-way will be sufficient to safely accommodate a tractor-trailer unit and other delivery vehicles. The subject staging area will also be used as a pick-up location for the tower crane and construction material storage.

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 2019, Underground Civil and Electrical project is planned on Spadina Avenue, between College Street and Spadina Crescent. The exact dates of the planned Capital Works projects were not available at the time of this report. In the event of any conflict with the planned Capital Works project, the developers have been advised that the proposed construction staging area on Spadina Avenue will need to be modified or removed to accommodate the capital works project activities.

Intersection Capacity Analysis

The existing and future (under construction) traffic operations were analyzed during the morning and afternoon peak hours at the intersection Spadina Avenue and College Street.

The existing traffic operations were analyzed using the current 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 Spadina Avenue and College Street operates acceptably during the morning and afternoon peak hours. The critical southbound through traffic movement on Spadina Avenue will operate with an average delay of up to 49 seconds during the morning peak hours. Average vehicle queuing on all approaches is acceptable.

Under future (under construction) conditions, the intersection of Spadina Avenue and College Street is expected to operate acceptably during the afternoon peak hours. During the morning peak hours, the southbound through traffic movement on Spadina Avenue at College Street is expected to operate acceptably with an increase of 30 seconds in delay. The average vehicle queuing on the southbound through traffic movements is expected to increase by approximately 94 metres when compared to the existing conditions.

Based on the traffic operations analysis, the proposed construction staging area on Spadina Avenue is not expected to have a significant impact on the southbound traffic movement on Spadina Avenue and the area wide traffic operations. Furthermore, the proposed construction staging area will not impact the existing TTC streetcar service on Spadina Avenue.

Through ongoing dialogue with the developer, Transportation Services is satisfied that Fitzrovia Real Estate Inc. 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 Spadina Avenue 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 Mike Layton's office has been advised of the recommendations of this staff report.

CONTACT

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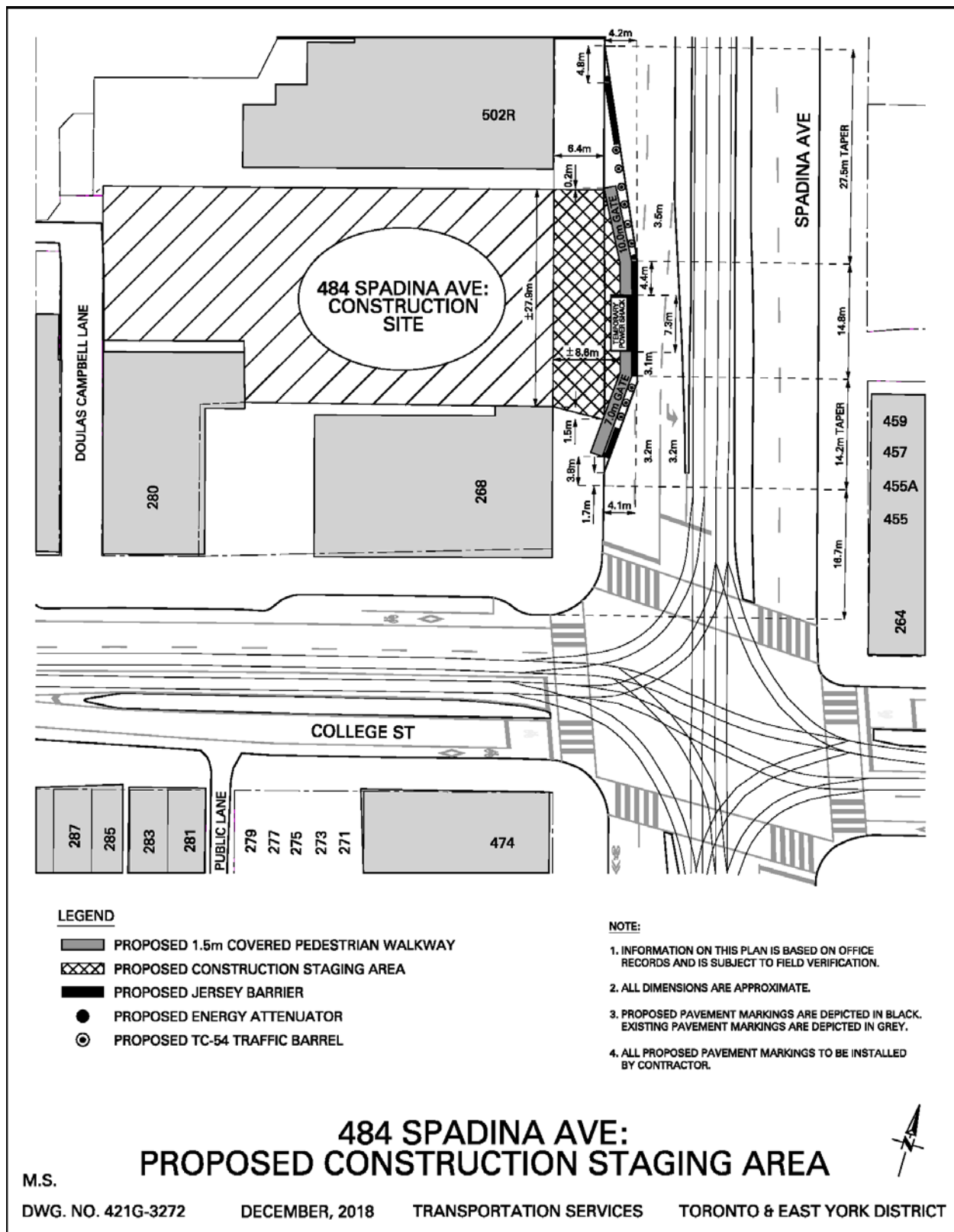
SIGNATURE

Roger Browne P.Eng., M.Eng.
Acting Director, Traffic Management,
Transportation Services

ATTACHMENTS

1. Drawing No. 421G-3272, dated December 2018

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