

Construction Staging Area - 10 to 20 Meadowglen Place

Date: March 23, 2021
To: Scarborough Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 24, Scarborough-Guildwood

SUMMARY

This staff report is about a matter that Scarborough Community Council has delegated authority from City Council to make a final decision.

ME Living Limited Partnership are constructing a 28 storey and a 14 storey condominium buildings 10 to 20 Meadowglen Place. The site is located between Markham Road and Meadowglen Place north of Brimorton Drive.

Transportation Services is requesting authorization to close the west sidewalk and a 2.7-metre-wide portion of the southbound curb lane on Meadowglen Place, between a point 35 metres north of Brimorton Drive a point 45 metres further north, for a period of 37 months (i.e., April 26, 2021 to May 31, 2024) to accommodate a construction staging area.

The construction staging area on Meadowglen Place will require the northbound and southbound traffic lanes, abutting the site, be realigned to maintain two 3.5-metre-wide lanes, one lane each for northbound and southbound traffic. Pedestrian operations on the west side of Meadowglen Place will be maintained in a covered and protected walkway within the closed portion of the existing southbound lane.

As part of the redevelopment of the subject area, Meadowglen Place has been realigned and extended further to the north and east, connecting to a new city road that runs westerly between Meadowglen Place and Markham Road. This new roadway is called Roman Abraham Boulevard. During the course of our investigation, it was noted that the signs currently posted on Meadowglen Place and Roman Abraham Boulevard do not reflect the current regulations. However, the posted signs are consistent with what was proposed as part of the development approval process. Recommendations 3 to 6, 8 and 19 will address these discrepancies

RECOMMENDATIONS

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

1. Scarborough Community Council authorize the closure of the west sidewalk and a 2.7-metre-wide portion of the southbound curb lane on Meadowglen Place, between a point 35 metres north of Brimorton Drive and a point 45 metres further north, from April 26, 2021 to May 31, 2024.
2. Scarborough Community Council designate Roman Abraham Boulevard, between Meadowglen Place and Markham Road as one-way westbound at all times.
3. Scarborough Community Council rescind the existing parking prohibition in effect at all times on the east side of Meadowglen Place, between Brimorton Drive and north end of Meadowglen Place.
4. Scarborough Community Council rescind the existing maximum one-hour parking regulation in effect at all times on the west side of Meadowglen Place, between Brimorton Drive and a point 50 metres north of Brimorton Drive.
5. Scarborough Community Council rescind the existing parking prohibition in effect at all times on the west side of Meadowglen Place, between a point 50 metres north of Brimorton Drive and a point 65 metres north of Brimorton Drive.
6. Scarborough Community Council rescind the existing maximum one-hour parking regulation in effect at all times, on the west side of Meadowglen Place, between a point 65 metres north of Brimorton Drive and the northwest end of Meadowglen Place.
7. Scarborough Community Council prohibit stopping at all times on both sides of Meadowglen Place, between Brimorton Drive and a point 105 metres north.
8. Scarborough Community Council prohibit parking at all times on both sides of Meadowglen Place, between a point 105 metres north of Brimorton Drive and north end of Meadowglen Place.
9. Scarborough Community Council prohibit parking at all times on both sides of Roman Abraham Boulevard, between Meadowglen Place and Markham Road.
10. Scarborough Community 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.
11. Scarborough Community Council direct the applicant to ensure that the existing sidewalks or the proposed pedestrian walkways have proper enhanced lighting to ensure safety and visibility at all times of the day and night.

12. Scarborough Community 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.

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

14. Scarborough Community Council direct the applicant to provide a sufficient number of traffic control persons as determined by the Work Zone Traffic Coordinator and Toronto Police Construction Liaison Officer, on a daily basis to control construction vehicle access and egress to and from the site and maintain a safe environment for the public.

15. Scarborough Community Council direct the applicant to provide a sufficient number of pay-duty Police Officers as determined by the Work Zone Traffic Coordinator and Toronto Police Construction Liaison Officer, during large scale concrete pours and large scale material deliveries to control vehicle access and egress to and from the site and maintain a safe environment for the public.

16. Scarborough Community Council direct the applicant to install cane detection within the covered and protected walkway to guide pedestrians who are visually impaired.

17. Scarborough Community 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.

18. Scarborough Community 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.

19. Upon completion of the construction project, the following amendments to traffic and parking regulations be authorized:

a. rescind the stopping prohibition at all times on both sides of Meadowglen Place, between Brimorton Drive and a point 105 metres north.

b. prohibit parking at all times on the west side of Meadowglen Place, between Brimorton Drive and a point 105 metres north.

c. prohibit parking at all times on the east side of Meadowglen Place, between Brimorton Drive and a point 55 metres north.

FINANCIAL IMPACT

There is no financial impact to the City. ME Living Limited Partnership 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 Meadowglen Place, these fees will be approximately \$163,000.00.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

A 14-storey and a 28 storey residential buildings are being constructed by ME Living Limited Partnership at the lands know as 10-20 Meadowglen Place. The site is located between Meadowglen Place and Markham Road north of Brimorton Drive.

The land surrounding Meadowglen Place is currently undergoing a redevelopment in which several new buildings have been built or are proposed. As part of the redevelopment Meadowglen Road was realigned to the east and the roadway extended further to the north. In addition, a new east-west roadway (Roman Abraham Boulevard) was built connecting Meadowglen Place to Markham Road.

The Development and Timeline

The development at 10 Meadowglen Place will consist of a 14 storey tower, comprised of 144 dwelling units and a four-level underground parking. The 28 storey tower located at 20 Meadowglen Place will consist of 299 dwelling units and a four-level underground parking garage. Both buildings will access the development from Meadowglen Place through the shared underground parking garage. A map of the proposed staging area is shown on Attachment 2.

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

- Excavation and shoring: September 2020 to March 2021;
- Below grade formwork: March 2021 to November 2021;
- Above grade formwork: October 2021 to December 2022;
- Building envelope phase: April 2022 to April 2023; and
- Interior finishes stage: July 2022 to May 2024.

Based on the information provided by the developer, the majority of the site will be excavated on all four sides. The developer has advised that due to limited availability of space, all construction activities, including delivery and storage of construction materials, cannot be accommodated within the site. Therefore, occupation of the road right-of-way on Meadowglen Place will be essential to set up construction staging operations for the development.

During our investigation, it was noted that the parking regulations that are currently posted on Meadowglen Place are not consistent with the parking regulations currently by-lawed. However, they do reflect what was proposed during the development process. Currently the signs posted prohibit parking on both sides of Meadowglen Place for the entire length with the exception of an area on the east side from a point 55 metres north of Brimorton Drive and a point 50 metres north, in which there are no posted regulations. Therefore, parking is allowed in this area, subject to the City of Toronto, unsigned maximum three-hour by-law. At the time in which the report was prepared there were no parking regulations posted on Roman Abraham Boulevard.

A map of the area is shown on Attachment 1.

Existing Conditions

Meadowglen Place is characterized by the following conditions:

- It is a 2-lane, north-south local roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The unposted regulatory speed limit is 50 km/h
- There are sidewalks located on both sides of the street

The by-lawed parking regulations on Meadowglen Place, are as follows:

East side

- "No Parking Anytime" between Brimorton Drive and the north limit of the roadway

West side

- Maximum one-hour parking at all times between Brimorton Drive and a point 50 metres north of Brimorton Drive, and from a point 65 metres north of Brimorton Drive and the northwest limit of the roadway
- "No Parking Anytime" between a point 50 metres north of Brimorton Drive and a point 65 metres north of Brimorton Drive

Roman Abraham Boulevard is characterized by the following conditions:

- It is a 2-lane, east-west roadway, pending classification in the City's Road Classification System
- It operates one-way westbound on a pavement width of approximately 6 metres
- The unposted regulatory speed limit is 50 km/h
- A sidewalk is located on the south sides of the street

Proposed Construction Staging Area

Construction staging operations on Meadowglen Place will take place within the existing boulevard allowance and a portion of the southbound curb lane fronting the site. Subject to approval, the west sidewalk and a 2.7 metre-wide portion of the southbound curb lane on Meadowglen Place will be closed, between a point 35 metres north of Brimorton Drive and a point 45 metres further north, from April 26, 2021 to May 31, 2024.

Pedestrian operations on the west side of Meadowglen Place will be maintained in a 2.1-metre-wide covered and protected walkway within the closed portion of the existing southbound lane.

Pedestrian operations on the east side of Markham Road abutting the site will be maintained in a 2.1 metre wide covered and protected walkway within the existing sidewalk.

In order to ensure parked vehicles do not impede vehicular traffic or access for deliveries and equipment to the site, it is proposed that stopping be prohibited at all times on both sides of Meadowglen Place, between Brimorton Drive and a point 105 metres north.

A drawing of the proposed construction staging area is shown in Attachment 2.

The proposed construction staging area will be utilized to provide a secure and controlled enclosure for the material deliveries and pickup location for the tower crane.

Proposed Parking Regulation Changes

In addition, since the current parking regulation do not match what is currently posted on Meadowglen Place, it is recommended that the parking regulations be amended to reflect what was recommended during the development approval process except for the area in which "No Stopping Anytime" is proposed. Once construction activities are complete, it is recommended that the "No Stopping Anytime" prohibitions be rescinded on both sides of the street and replaced with a 'No Parking Anytime" regulation on the entire west side. It is also recommended parking be prohibited at all times on the east side of Meadowglen Place from Brimorton Drive to a point 55 metres north. No posted regulations are recommended on the east side of Meadowglen Place from a point 55 metres north of Brimorton Drive to a point 50 metres further north, as is currently the case. This area would then be subject to the City Of Toronto, maximum three-hour unsigned by-law.

The newly created roadway, Roman Abraham Boulevard, was proposed during the planning process to operate as a one-way road westbound and that parking be prohibited at all times on both sides of the roadway. Therefore, in order to legalize the one-way westbound operation, Transportation Services concurs and is recommending that Roman Abraham Boulevard from Meadowglen Place to Markham Road be designated as a one-way westbound. In addition, parking be prohibited at all times on

both sides of Roman Abraham Boulevard, from Meadowglen Place to Markham Road. Finally, a review of the City's Five-Year Major Capital Works Program indicates that there are no capital works projects planned in the vicinity of the site. Therefore, the proposed construction staging area is not expected to conflict with the City's capital works projects.

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

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

CONTACT

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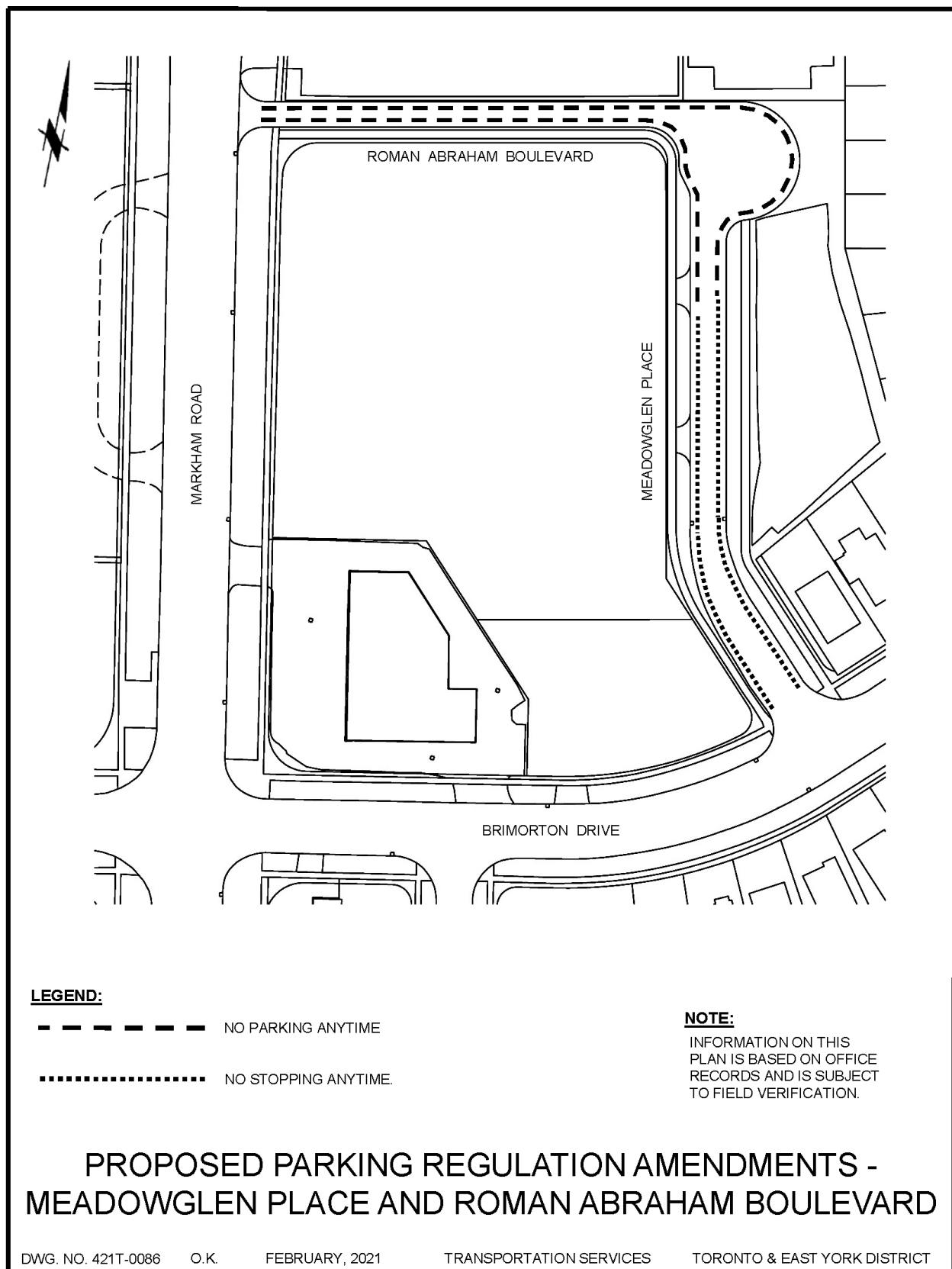
SIGNATURE

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

ATTACHMENTS

Attachment 1: Map - Parking Amendments - Meadowglen Place
Attachment 2: Map - Construction Staging Area - Meadowglen Place

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Attachment 2: Map - Construction Staging Area - Meadowglen Place

