

Construction Staging Area - TTC Easier Access Program - Greenwood Station (Stages 2 to 4)

Date: September 23, 2021

To: Toronto and East York Community Council

From: Acting Director, Traffic Management, Transportation Services

Wards: Ward 14, Toronto - Danforth

SUMMARY

As the Toronto Transit Commission (TTC) utilizes Strathmore Boulevard and Linnsmore Crescent to operate its transit service on Greenwood Avenue, City Council approval of this report is required.

Greenwood Station, located on the southwest corner of Strathmore Boulevard and Linnsmore Crescent, is being made accessible as part of the Easier Access Project. Greenwood Station is being equipped with an at grade elevator attached to the existing station building, which will provide accessibility from the eastbound platform to street level, and a below grade elevator that will provide accessibility from the westbound platform to the concourse level.

Construction will be undertaken in several phases, with varying degrees of sidewalk and lane closures taking place at the intersection of Strathmore Boulevard and Linnsmore Crescent. At the time of this report's preparation, TTC was applying for a short-term permit to allow for Stage 1 work to commence in October, 2021. This report deals with matters related to Stages 2 to 4, scheduled to take place from November 15, 2021 to April 20, 2023. The remaining construction Stages will be discussed in future staff reports.

Stage 2 will require the closure of Linnsmore Crescent in its entirety, including the west sidewalk, between the north side of Strathmore Boulevard and a point 29.8 metres north for a period of 100 days (i.e., November 15, 2021 to February 23, 2022). Stages 3 and 4 will require the closure of Strathmore Boulevard in its entirety, including the north and south sidewalks, between the west side of Linnsmore Crescent and a point 27 metres west for a period of 420 days (i.e., February 24, 2022 to April 20, 2023). There will be a temporary loss of six parking spaces for residents who currently park in the area on Linnsmore Crescent (during Stage 2), and of three parking spaces on Strathmore Boulevard during Stages 3 and 4; however, the area bounded by Danforth Avenue (to the south), Donlands Avenue (to the west), Memorial Park Avenue (to the north) and Coxwell Avenue (to the east) will be able to absorb the additional on-street parking.

During Stages 3 and 4, the 31 Greenwood buses will divert to Coxwell Station via Danforth Avenue and Coxwell Avenue in all service periods. Further details about the Stages of construction and their corresponding closures can be found in the Comments section of this report.

RECOMMENDATIONS

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

1. City Council authorize the closure of the west sidewalk and all of Linnsmore Crescent, between Strathmore Boulevard and a point 29.8 metres north, from November 15, 2021 to February 23, 2022.
2. City Council to authorize the closure of the north side pedestrian crossing space and north sidewalk on Strathmore Boulevard, between the east side of Linnsmore Crescent and a point 20 metres west, from November 15, 2021 to February 23, 2022.
3. City Council authorize the closure of both sidewalks and all of Strathmore Boulevard, between Linnsmore Crescent and a point 27 metres west, from February 24, 2022 to April 20, 2023.
4. City Council authorize the closure of the west sidewalk and the southbound lane on Linnsmore Crescent, between Strathmore Boulevard and a point 24 metres north, from February 24, 2022 to April 20, 2023.
5. City Council designate Linnsmore Crescent, between Strathmore Boulevard and a point 24 metres north as one-way northbound.
6. City Council rescind the existing parking prohibition in effect at all times, on the east side of Linnsmore Crescent, between Strathmore Boulevard and a point 24 metres north.
7. City Council prohibit stopping at all times, on the east side of Linnsmore Crescent, between Strathmore Boulevard and a point 24 metres north.
8. 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.
9. City Council direct the applicant to ensure that the existing sidewalks or the proposed pedestrian walkway have proper enhanced lighting to ensure safety and visibility at all times of the day and night.
10. City 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.

11. 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.
12. City 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.
13. City 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.
14. City Council the applicant to install cane detection within the covered and protected walkway to guide pedestrians who are visually impaired.
15. 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.
16. 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.
17. City Council direct that Strathmore Boulevard and Linnsmore Crescent be returned to pre-construction traffic and parking regulations when the project is complete.

FINANCIAL IMPACT

There is no financial impact to the City. The TTC will be responsible for all costs associated with the installation of signage and traffic control set-up.

DECISION HISTORY

City Council, at its meeting on April 7 and 8, 2021 adopted Item GL21.13 of the City Council entitled "Expropriation of Property Interests near Greenwood Subway Station for the Easier Access Phase 3 Project".

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.GL21.13>

COMMENTS

Greenwood Station, located on the southwest corner of Strathmore Boulevard and Linnsmore Crescent, is being made accessible as part of the Easier Access Project. Greenwood Station is being equipped with an at grade elevator attached to the existing station building, which will provide accessibility from the eastbound platform to street level, and a below grade elevator that will provide accessibility from the westbound platform to the concourse level. The major construction activities and associated timeline for the development are described later in the Proposed Construction Staging Areas section.

Existing Conditions

Strathmore Boulevard is characterized by the following conditions:

- It is a 2-lane, east-west local roadway
- It operates two-way traffic on a pavement width of approximately 8.2 metres
- The posted regulatory speed limit is 30 km/h
- There are sidewalks located on both sides of the street
- The TTC 31 Greenwood bus route utilizes Strathmore Boulevard, to travel between Greenwood Station and Greenwood Avenue

The parking regulations within the subject section of Strathmore Boulevard are as follows:

North Side

- Permit parking from 12:01 a.m. to 7:00 a.m., all times except no parking anytime from December 1 of one year to March 31 of the next following year, inclusive
- Maximum one-hour parking from 8:00 a.m. to 6:00 p.m., Monday to Friday, 1st day to the 15th day of each month, from April 1 to November 30, inclusive

South side

- No parking anytime

Linnsmore Crescent 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 metres
- The posted speed limit is 30 km/h
- There are sidewalks located on both sides of the street
- The TTC 31 Greenwood bus route utilizes Linnsmore Crescent to travel between Greenwood Station and Greenwood Avenue

The parking regulations within the subject section of Linnsmore Crescent are as follows:

East Side

- No parking anytime

West side

- No parking anytime

Proposed Construction Staging Areas

Construction will be undertaken in several phases. At the time of this report's preparation, TTC was applying for a short-term permit to allow for Stage 1 work to commence in October, 2021. This report deals with matters related to Stages 2 to 4. Drawings of the three proposed construction areas are shown in Attachments 1 to 3. The remaining construction Stages will be discussed in future staff reports.

Stage 2: Period of 100 Days

Transportation Services is requesting authorization to close Linnsmore Crescent in its entirety, including the west side sidewalk, between the north side of Strathmore Boulevard and a point 29.8 metres north for a period of 100 days (i.e., November 15, 2021 to February 23, 2022). In addition, the east-west sidewalk and pedestrian crossing space on the north side of Strathmore Boulevard will be closed, from the east side of Linnsmore Crescent to a point 20 metres west; however, the east sidewalk on Linnsmore Crescent will remain open to pedestrians. Two residents for each of 19 and 21 Linnsmore Crescent will be unable to access their driveways, but will be accommodated with permits to park on adjacent streets in the permit parking areas. Two additional parking spaces will be lost on Linnsmore Crescent, north of the construction staging area. The area bounded by Danforth Avenue (to the south), Donlands Avenue (to the west), Memorial Park Avenue (to the north) and Coxwell Avenue (to the east) will be able to absorb the additional on-street parking for the total of six lost spaces. The purpose of the closure is to relocate a watermain and catchbasin, and install new maintenance hole and partial sanitary drain service connection.

Stages 3 and 4: Period of 420 Days (210 Days Each Stage)

Transportation Services is requesting authorization to close Strathmore Boulevard in its entirety, including the north and south sidewalks, between the west side of Linnsmore Crescent and a point 27 metres west for a period of 420 days (i.e., February 24, 2022 to April 20, 2023). A two metre wide protected pedestrian route within the TTC bus loop area, at the south-west corner of Strathmore Boulevard and Linnsmore Crescent, will be provided to facilitate pedestrian movement around the construction area. In addition, the west sidewalk and the southbound lane will be closed on Linnsmore Crescent, between the north side of Strathmore Boulevard and a point 24 metres north. To ensure parked vehicles do not impede access, it is proposed that stopping be prohibited at all times on the east side of Linnsmore Crescent, between Strathmore Boulevard and a point 24 metres north. Linnsmore Crescent is to be designed as one-way northbound only, between Strathmore Blvd and a point 24 metres north. The east sidewalk will remain open to pedestrians. Three parking spaces will be lost on the north side of Strathmore Boulevard, west of Linnsmore Crescent. The area bounded by Danforth Avenue (to the south), Donlands Avenue (to the west), Memorial Park Avenue (to the north) and Coxwell Avenue (to the east) will be able to absorb the additional on-street parking for the three lost spaces. During Stages 3 and 4, the 31 Greenwood buses will divert to Coxwell Station via Danforth Avenue and Coxwell Avenue in all service periods. The purpose of the Stage 3 closure is to allow excavation and provide utility by pass. The

purpose of the Stage 4 closure is to complete construction of the elevator shafts up to street level, and back fill and restore the area including landscaping.

A review of the City's Five-Year Major Capital Works Program indicates there are no capital works projects planned in the vicinity of the site. Therefore, the construction staging area on Strathmore Boulevard and Linnsmore Crescent is not expected to conflict with the City's capital works projects.

Through ongoing dialogue, Transportation Services is satisfied that the TTC 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 recommendations of this report.

CONTACT

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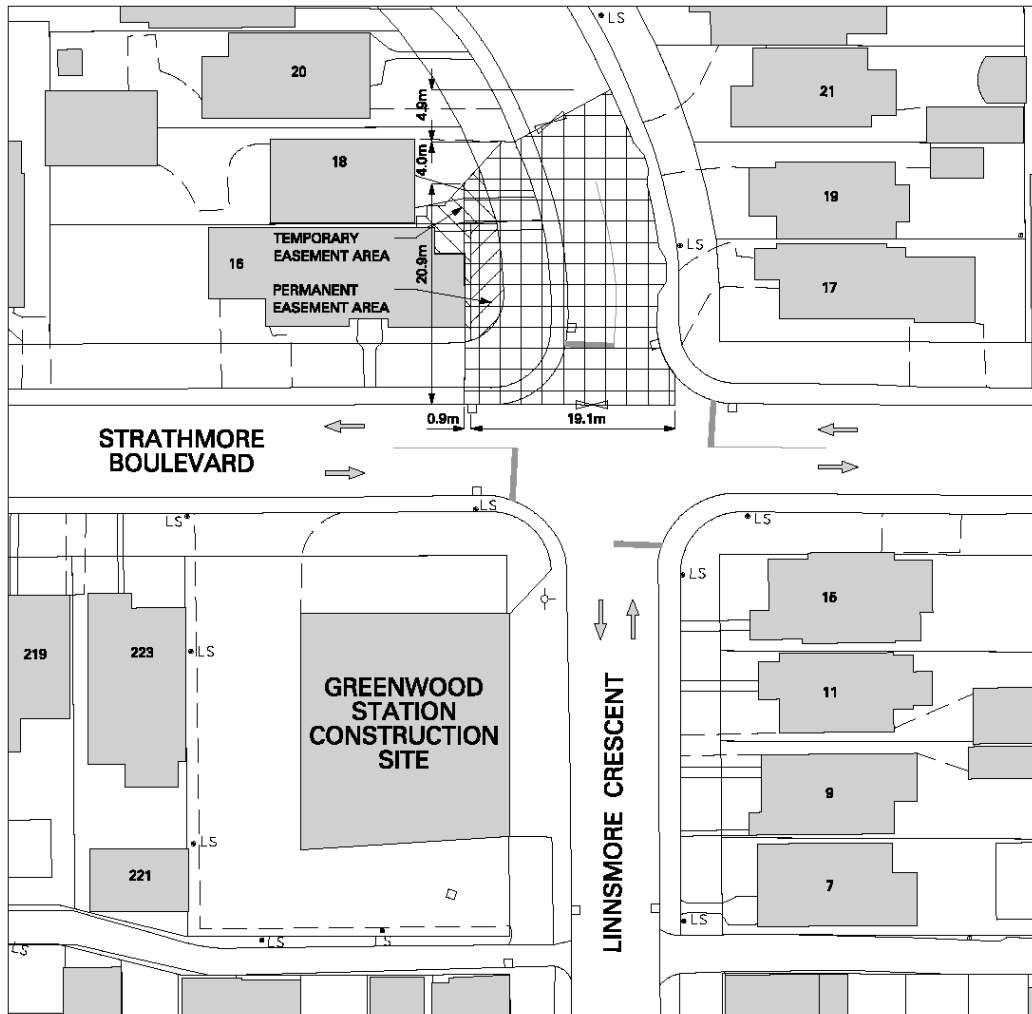
SIGNATURE

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







ATTACHMENTS

1. Attachment 1: Proposed Construction Staging Area - Stage 2
2. Attachment 2: Proposed Construction Staging Area - Stage 3
3. Attachment 3: Proposed Construction Staging Area - Stage 4

Attachment 1: Proposed Construction Staging Area - Stage 2



LEGEND:

-  PROPOSED STAGE 2 WORK AREA
-  PERMANENT EASEMENT AREA
-  TEMPORARY EASEMENT AREA
-  PROPOSED TRAFFIC
-  EXISTING TRAFFIC
-  CONSTRUCTION GATE

NOTE:

1. ALL DIMENSIONS ARE APPROXIMATE.
2. ALL PROPOSED PAVEMENT MARKINGS TO BE INSTALLED BY CONTRACTOR.
3. INFORMATION ON THIS PLAN IS BASED ON OFFICE RECORDS AND IS SUBJECT TO FIELD VERIFICATION.
4. PROPOSED PAVEMENT MARKINGS ARE DEPICTED IN BLACK. EXISTING PAVEMENT MARKINGS ARE DEPICTED IN GREY.

PROPOSED CONSTRUCTION STAGING AREA STAGE 2 - GREENWOOD STATION



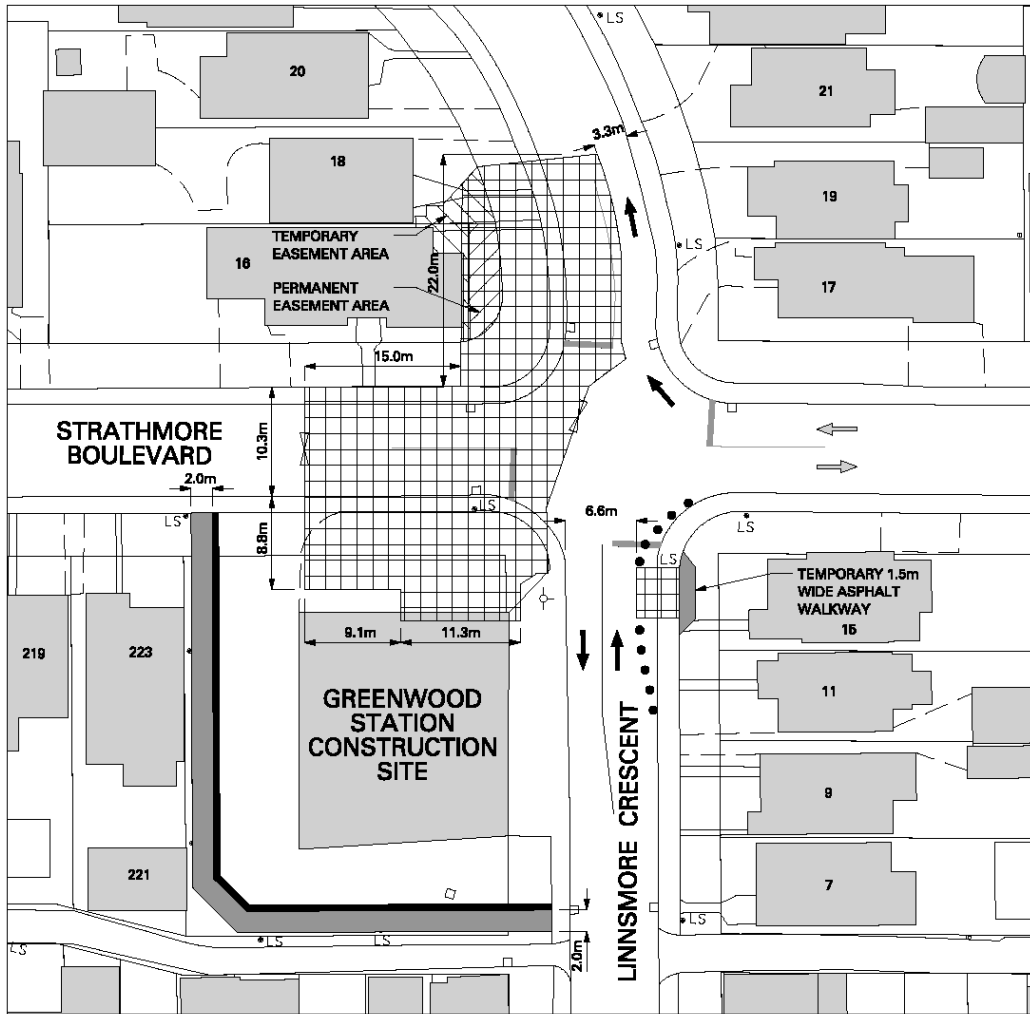
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SCALE : N.T.S.

DRAWN BY : O. K.

DATE : SEPT. 2021

Attachment 2: Proposed Construction Staging Area - Stage 3



LEGEND:

- PROPOSED JERSEY BARRIER
- PROPOSED STAGE 3 WORK AREA
- PERMANENT EASEMENT AREA
- TEMPORARY EASEMENT AREA
- PROPOSED TC-54 FLEXIBLE DRUM
- PROPOSED PEDESTRIAN WALKWAY
- PROPOSED TRAFFIC
- EXISTING TRAFFIC
- CONSTRUCTION GATE

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PROPOSED CONSTRUCTION STAGING AREA STAGE 3 - GREENWOOD STATION



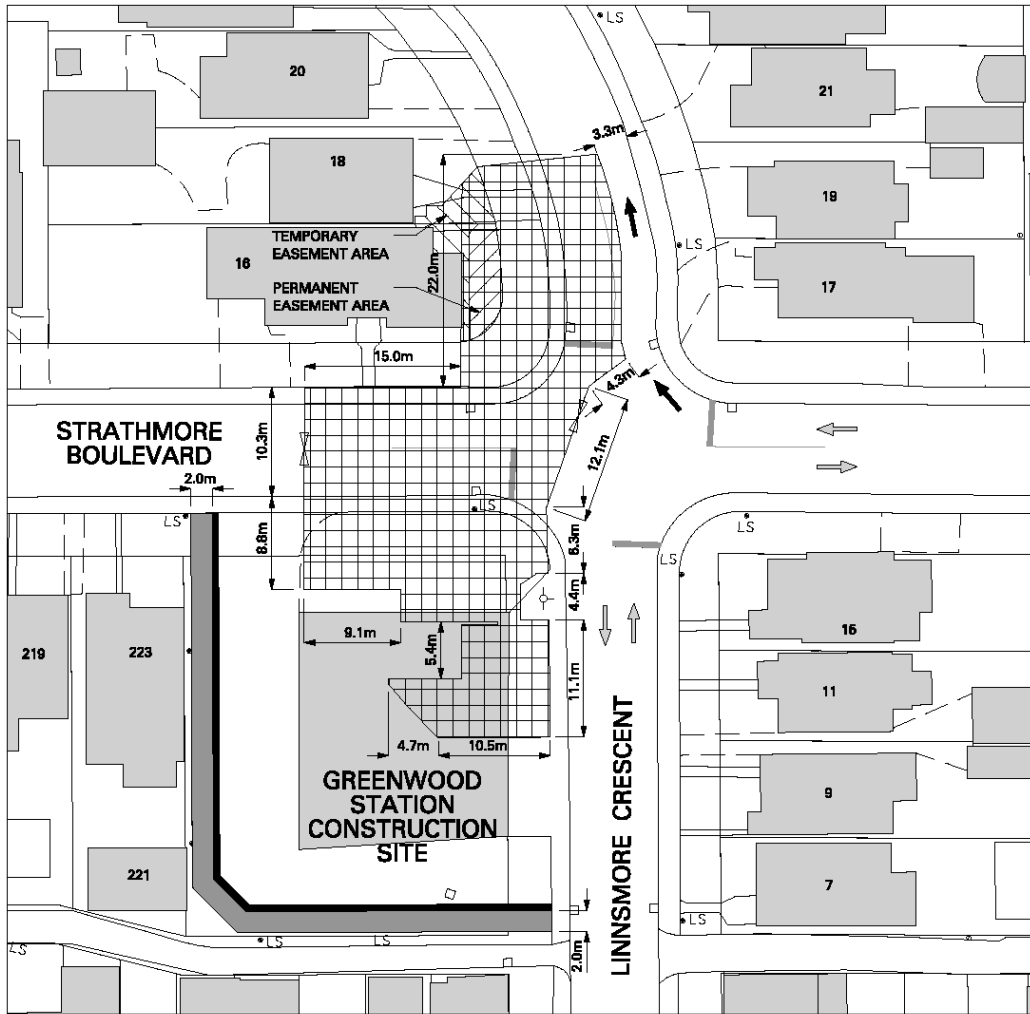
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SCALE : N.T.S.

DRAWN BY : O. K.

DATE : SEPT. 2021

Attachment 3: Proposed Construction Staging Area - Stage 4



LEGEND:

- PROPOSED JERSEY BARRIER
- PROPOSED STAGE 4 WORK AREA
- PERMANENT EASEMENT AREA
- TEMPORARY EASEMENT AREA
- PROPOSED TC-64 FLEXIBLE DRUM
- PROPOSED PEDESTRIAN WALKWAY
- PROPOSED TRAFFIC
- EXISTING TRAFFIC
- CONSTRUCTION GATE

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PROPOSED CONSTRUCTION STAGING AREA STAGE 4 - GREENWOOD STATION



FILE NO. 421T - 0222

SCALE : N.T.S.

DRAWN BY : O. K.

DATE : SEPT. 2021