

Construction Staging Area – 83-97 River Street and 2-4 Labatt Avenue

Date: June 13, 2022
To: Toronto and East York Community Council
From: Director, Traffic Management, Transportation Services
Wards: Ward 13, Toronto Centre

SUMMARY

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

Broccolini is constructing a 34-storey residential condominium building at 83-97 River Street and 2-4 Labatt Avenue. The site is located at the north-east corner of River Street and Labatt Avenue.

Transportation Services is requesting approval to close the east side sidewalk, the northbound bike lane and the parking layby lane on River Street, between Labatt Avenue and a point 46.1 metres north, for a period of 40 months, from October 1, 2022 to January 31, 2026 to facilitate construction staging operations. Pedestrian operations on the east side of River Street will be maintained in a minimum 2.1 metre-wide covered and protected walkway within the closed portion of the existing lane. A northbound bike lane will be maintained at 1.3 metres in width, and will be adjacent to the walkway.

Transportation Services is also requesting authorization to close the north side sidewalk and a 2.2 metre wide portion of the north side eastbound lane on Labatt Avenue, between River Street and a point 40.5 metres east, for the same period. Pedestrian movements on the north side of Labatt Avenue abutting the site will be restricted and will be directed to the south side sidewalk of Labatt Avenue. Temporary stop control will be installed for eastbound traffic on Labatt Avenue at Defries Street, to create a gap for north-south crossing pedestrians.

In addition, Transportation Services is requesting authorization to fully close a portion of Carfrae Lane for a period of 23 months, from March 1, 2024 to January 31, 2026, from Labatt Avenue to a point 46.1 metres north.

The developer has advised Transportation Services that they will be providing parking accommodations on private property for four vehicles. This is equivalent to the number of permit parking spaces that are being temporarily lost as a result of the installation of the staging area on the east side of River Street, north of Labatt Avenue. Residents in

the area with a valid permit will be able to park overnight within the off-street parking facilities provided by the developer.

RECOMMENDATIONS

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

1. City Council authorize the closure of the east side sidewalk, the northbound bike lane and the parking layby lane on River Street, between Labatt Avenue and a point 46.1 metres north, and provision of a temporary minimum 2.1 metre-wide pedestrian walkway and 1.3 metre-wide bike lane within the closed portion of River Street, from October 1, 2022 to January 31, 2026.
2. City Council authorize the closure of the north sidewalk and a 2.2 metre wide portion of the north side eastbound lane on Labatt Avenue, between River Street and a point 40.5 metres east, from October 1, 2022 to January 31, 2026.
3. City Council authorize the full closure of Carfrae Lane, between Labatt Avenue and a point 46.1 metres north, from March 1, 2024 to January 31, 2026.
4. City Council authorize a temporary compulsory stop control for eastbound traffic at the intersection of Labatt Avenue and Defries Street, from October 1, 2022 to January 31, 2026.
5. City Council rescind the existing permit parking regulation in effect from 12:01 a.m. to 10:00 a.m., at all times on the odd (east) side of River Street, from Labatt Avenue to a point 46.1 metres north.
6. City Council prohibit stopping at all times on the east side of River Street, between Labatt Avenue and a point 46.1 metres north.
7. City Council rescind the existing parking prohibition on the north side of Labatt Avenue, between River Street and a point 40.5 metres east.
8. City Council prohibit stopping at all times on the north side of Labatt Avenue, between River Street and a point 40.5 metres east.
9. City Council rescind the existing maximum one hour parking regulation in effect from 8:00 a.m. to 6:00 p.m., Monday to Friday, on the south side of Labatt Avenue, between River Street and a point 40.5 metres east.
10. City Council prohibit stopping at all times on the south side of Labatt Avenue, between River Street and a point 40.5 metres east.
11. City Council direct the applicant to pressure wash or sweep (weather permitting) the construction site and adjacent sidewalks and roadways daily, or more frequently as needed to be cleared of any construction debris and made safe.

12. City Council direct the applicant to construct and maintain a fully covered, protected, unobstructed, and fully AODA compliant walkway for all pedestrians, including for those with mobility devices for the entire duration of the construction staging area permit. Any planned construction of the covered walkway that deviates from the City's engineer approved specifications, must be signed off by the developer's engineer and will be subject to review and acceptance by Transportation Services.

13. 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.

14. 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.

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

16. City Council direct the applicant to provide a sufficient number of traffic control persons as determined by the Work Zone 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.

17. City Council direct the applicant to provide a sufficient number of pay-duty Police Officers as determined by the Work Zone 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.

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

19. 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.

20. 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.

21. City Council direct the applicant, in consultation with Transportation Services, to maintain any bike lanes, and install appropriate signage to inform drivers and cyclists of any changes to the cycling lanes.

22. City Council direct that River Street, Labatt Avenue and Carfrae Lane be returned to their pre-construction traffic and parking regulations when the project is complete.

FINANCIAL IMPACT

There is no financial impact to the City. The Broccolini 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 River Street, Labatt Avenue and Carfrae Lane these fees will be approximately \$705,000.00, including lost parking related revenue.

DECISION HISTORY

Local Planning Appeal Tribunal, pursuant to its Order issued December 17, 2021 in relation to Board Case No. PL171162, authorized an amendment to Zoning By-law 569-2013, for the lands municipally known as 83-97 River Street and 2-4 Labatt Avenue.

City Council, at its meeting on October 1 and 4, 2021, adopted Item CC36.6 entitled "83-97 River Street and 2-4 Labatt Avenue - Official Plan and Zoning By-law Amendment Application - Request for Direction".

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.CC36.6>

COMMENTS

The Development and Timeline

Broccolini is constructing a 34-storey residential condominium building with 388 units and 4.5 levels of underground parking for 106 parking spaces, at 83-97 River Street and 2-4 Labatt Avenue. The site is located at the north-east corner of River Street and Labatt Avenue. Based on the information provided by the developer, the entire site will be excavated lot line to lot line on all four sides to a depth of 17 metres. Permanent parking access will be from Carfrae Lane. The site is bounded by River Street to the west, Labatt Avenue to the south, Carfrae Lane to the east and commercial activity to the north.

A detailed review of the construction schedule was undertaken by the developer to minimize the project duration and impacts of the construction on all road users. Various options were explored by the developer to set up construction staging operations for the development. 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.

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

- Demolition: from July 2022 to September 2022
- Excavation and shoring: from September 2022 to August 2023;
- Below grade formwork: from June 2023 to March 2023;
- Above grade formwork: from March 2024 to August 2025;

- Building envelope phase: from September 2024 to July 2025; and
- Interior finishes stage: from June 2024 to January 2026.

Existing Conditions

River Street is characterized by the following conditions:

- It is a two-lane, north-south minor arterial roadway
- It operates two-way traffic on a pavement width of approximately 14 metres
- It has a parking layby lane on the east side
- The speed limit is 40 km/h
- There are sidewalks located on both sides of the street
- TTC service provided by the 121 Esplanade-River bus route
- There are bike lanes on the east and west sides

The parking regulations on River Street, within the subject section are as follows:

East side

- Permit parking from 12:01 a.m. to 10:00 a.m., daily
- Unsigned statutory three-hour maximum parking is in effect at all other times

West side

- No stopping anytime

Labatt Avenue is characterized by the following conditions:

- It is a one-lane, eastbound local roadway, with the south side used for restricted parking.
- It operates one-way on a pavement width of approximately 7.2 metres.
- The speed limit is 30 km/h.
- There is no TTC service provided.
- There are sidewalks located on both sides of the street.

The parking regulations on Labatt Avenue, within the subject section are as follows:

North side

- No parking anytime

South side

- Maximum one-hour parking from 8:00 a.m. to 6:00 p.m., Monday to Friday
- Unsigned statutory three-hour maximum parking is in effect at all other times

Carfrae Lane is characterized by the following conditions:

- It is a one-lane, north-south public laneway
- Its pavement width is 3.5 metres
- It has a speed limit of 50 km/h
- There are no sidewalks on either side
- There is no TTC service
- Parking is prohibited in the laneway

Proposed Construction Staging Areas

Subject to approval, from October 1, 2022 to January 31, 2026, the east side sidewalk, the northbound bike lane and the parking layby lane will be closed on River Street, between Labatt Avenue and a point 46.1 metres north, to facilitate construction staging

operations. During the same time period, the north side sidewalk and a 2.2 metre wide portion of the north side eastbound lane on Labatt Avenue will be closed, between River Street and a point 40.5 metres east. The number of northbound lanes (one) and eastbound lanes (one) will not be reduced on River Street or Labatt Avenue respectively. TTC service will not be affected.

The developer has advised Transportation Services that they will be providing parking accommodations on private property for four vehicles. This is equivalent to the number of permit parking spaces that are being temporarily lost as a result of the installation of the staging area on the east side of River Street, north of Labatt Avenue. Residents in the area with a valid permit will be able to park overnight within the off-street parking facilities provided by the developer.

Pedestrian operations on the east side of River Street will be maintained in a minimum 2.1 metre-wide covered and protected walkway within the closed portion of the existing lane. A northbound bike lane will be maintained on River Street at 1.3 metres in width and will be adjacent to the walkway.

The north sidewalk within the construction staging area will be closed on Labatt Avenue and pedestrians will be directed to the south side sidewalk. Pedestrians wishing to cross Labatt Avenue west or east of the staging area will be able to do so at the north-south crossing at River Street or at the intersection of Labatt Avenue and Defries Street respectively. A temporary compulsory stop control will be installed for eastbound traffic on Labatt Avenue at Defries Street, to create a gap for north-south crossing pedestrians.

Also subject to approval, a portion of Carfrae Lane will be fully closed from March 1, 2024 to January 31, 2026, from Labatt Ave to a point 46.1 metres north.

A drawing of the proposed construction staging area is shown in Attachment 1.

A review of the City's Five-Year Major Capital Works Program indicates that there is overhead electrical work planned on River Street and underground civil and electrical work planned on Labatt Avenue, both scheduled for 2022. At the discretion of Transportation Services, and at no cost to the City of Toronto, the developer will be required to clear the construction staging area to accommodate the planned work. Failure of the developer to remove the staging area may result in the developer being responsible to cover any cost penalties incurred by the City as a result.

In consideration of the above details and through ongoing dialogue with the developer, Transportation Services is satisfied that Broccolini has looked at all options to minimize the duration and impact of the construction staging area on all road users. At the end of the approved closure period, staff will review the need for an extension and if any changes to the approval conditions are required.

If the proposed staging area is not approved, the developer's only option will be to apply for day-use permits of River Street, Labatt Avenue and Carfrae Lane for periods of less than 30 consecutive days over the 40-month life of the project in order to complete construction.

These permits would often contain time of day restrictions to ensure there is no road occupation during 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 such as:

- 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 Toronto Police Service 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 morning and afternoon 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.

The Ward Councillor has been advised of the recommendations in this report.

CONTACT

Craig Cripps, Manager, Work Zone Coordination and Mitigation, Transportation Services, 416-397-5020, Craig.Cripps@toronto.ca

SIGNATURE

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

ATTACHMENTS

Attachment 1: Proposed Construction Staging Area - 83-97 River Street and 2-4 Labatt Avenue

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