

Construction Staging Area – 45 Strachan Avenue

Date: June 13, 2022

To: Toronto and East York Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 10, Spadina - Fort York

SUMMARY

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

BentallGreenOak is constructing a 39-storey condominium with a total of 425 units at 45 Strachan Avenue. The development will encompass ground floor retail and a 4-level underground parking for approximately 208 cars. The site is located on the east side of Strachan Avenue between Ordnance Street and the Metrolinx Rail Corridor.

Transportation Services is requesting approval to close the north sidewalk and a portion of the westbound bicycle lane on Ordnance Street between Strachan Avenue and a point 44 metres east for a period of 33 months, from July 1, 2022 to April 1, 2025, to facilitate construction staging operations. Pedestrian movements on the north side of Ordnance Street abutting the site will be restricted and pedestrians will be directed to the south sidewalk of Ordnance Street. Two-way east-west traffic movement will be maintained on Ordnance Street. The bicycle lane will be closed and cyclists will be required to merge into the westbound traffic lane.

RECOMMENDATIONS

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

1. Toronto and East York Community Council authorize the closure of the north sidewalk and a 0.5 metre portion of the westbound bicycle lane on Ordnance Street, between Strachan Avenue and a point 44 metres east of Strachan Avenue, from February 1, 2022 to April 1, 2025.
2. Toronto and East York Community 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.

3. Toronto and East York 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.
4. Toronto and East York Community 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.
5. Toronto and East York Community 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.
6. Toronto and East York Community 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.
7. Toronto and East York 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.
8. Toronto and East York 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.
9. Toronto and East York Community Council direct that Ordnance Street be returned to its pre-construction traffic regulations when the project is complete.
10. Toronto and East York Community Council direct the applicant to provide monthly community meetings, to discuss any concerns raised by the community.

FINANCIAL IMPACT

There is no financial impact to the City. BentallGreenOak 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 Ordnance Street these fees will be approximately \$91,111.02.

DECISION HISTORY

City Council, at its meeting on May 5, 2015, adopted Item PG3.1 and in so doing, amended Zoning By-law No. 438-86 for the lands municipally known as 10, 11, and 25 Ordnance Street and 45 Strachan Avenue.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG3.1>

COMMENTS

The Development and Timeline

The site is bounded by a Metrolinx Rail Corridor to the north, a shared laneway to the east, Ordnance Street to the south and Strachan Avenue to the west.

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. 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 15.8 metres. Due to building limits extending from lot line to lot line, it will be impossible to accommodate the incoming construction materials traffic without occupying adjacent sidewalks and roadways.

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

- Excavation and shoring: from July 2021 to February 2022;
- Below grade formwork: from February 2022 to October 2022;
- Above grade formwork: from October 2022 to July 2024;
- Building envelope phase: from June 2023 to March 2025;
- Interior finishes stage: from January 2023 to April 2025.

Existing Conditions

Ordnance Street is characterized by the following conditions:

- It is a two-lane, east-west local roadway
- It operates two-way traffic on a pavement width of approximately 10 metres
- The speed limit is 30 km/h
- There is no TTC service provided on this street
- There are sidewalks located on both sides of the street
- There are bicycle lanes located on both sides of the street

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

North side

No stopping anytime

South side

- No stopping anytime

Proposed Construction Staging Area

Subject to approval, the north sidewalk and 0.5 metre wide portion of the westbound bicycle lane on Ordnance Street, between Strachan Avenue and a point 44 metres east of Strachan Avenue will be closed to accommodate construction staging operations for the development. The bicycle lane will be closed and cyclists will be required to merge into the westbound traffic lane.

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

Pedestrians will be re-directed to the south sidewalk on Ordnance Street. Appropriate signage will be installed to direct pedestrians to the opposite side of the street.

The existing eastbound and westbound traffic lanes on Ordnance Street in the subject area will be maintained. The existing no stopping regulations on the north side and south side of the street will remain in effect.

This development site is within the Construction Hub Coordination Pilot program and has been reviewed by staff to ensure compliance with the pilot program. This entails a coordinated review that includes construction coordination, community support, business support and communication and engagement with area residents. The guiding principles of a Construction Hub initiative include safety, equity, vibrancy, innovation and engagement. Within this Hub, staff will develop a logistical plan for all work within the right of way, coordinate resources to ensure a safe and equitable plan for all users with an emphasis on pedestrians, cyclists and vulnerable road users.

Finally, 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 Ordnance Street is not expected to conflict with the City's capital works projects.

In consideration of the above details and through ongoing dialogue with the developer, Transportation Services is satisfied that BentallGreenOak, 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 Ordnance Street for periods of less than 30 consecutive days over the 37-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

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SIGNATURE

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

ATTACHMENTS

Attachment 1: Proposed Construction Staging Area - 45 Strachan Avenue

