

Construction Staging Area Time Extension - TTC Easier Access Program - Greenwood Station (Stage 4)

Date: August 30, 2023

To: Toronto and East York Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 14, Toronto - Danforth

SUMMARY

As the Toronto Transit Commission (TTC) operates a transit service on both Strathmore Boulevard and Linnsmore Crescent, City Council approval of this report is required.

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, TTC was applying for a permit extension of the construction staging for the Greenwood Easier Access project. This report deals with the matters related to Stage 4, scheduled to take place from September 20, 2023 to July 31, 2024. The remaining construction Stages will be discussed in future staff reports.

Stage 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. As a result of the closures, there will be a temporary loss of three permit parking spaces on Strathmore Boulevard during Stage 4. The loss of parking spaces will not negatively impact the Permit Parking Area 7B.

The 31 Greenwood buses will divert to Coxwell Station via Danforth Avenue and Coxwell Avenue in all service periods.

TTC has requested a time extension for the construction staging areas on Strathmore Boulevard and Linnsmore Crescent, as the construction has been delayed due to labour strikes in 2022, existing site conditions and existing underground interference, and special weather conditions.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. City Council authorize the continuation of the closure of the west sidewalk and all of Linnsmore Crescent, between Strathmore Boulevard and a point 29.8 metres north, from September 20, 2023 to July 31, 2024.
2. City Council authorize the continuation of 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 September 20, 2023 to July 31, 2024.
3. City Council authorize the continuation of the closure of both sidewalks and all of Strathmore Boulevard, between Linnsmore Crescent and a point 27 metres west, from September 20, 2023 to July 31, 2024.
4. City Council authorize the continuation of the closure of the west sidewalk and the southbound lane on Linnsmore Crescent, between Strathmore Boulevard and a point 24 metres north, from September 20, 2023 to July 31, 2024.
5. City Council authorize the continuation to designate Linnsmore Crescent, between Strathmore Boulevard and a point 24 metres north as one-way northbound.
6. City Council authorize the continuation to 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 authorize the continuation to 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 continue pressure washing 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 continue ensuring 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 continue clearly consulting and communicating 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 continue installing 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 continue providing 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 continue providing 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 continue installing cane detection within the covered and protected walkway to guide pedestrians who are visually impaired.

15. City Council direct the applicant to continue posting 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 continue providing and installing 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, Wolverleigh Boulevard, and Linnsmore Crescent be returned to pre-construction traffic and parking regulations when the project is complete.

18. City Council continue to amend the existing parking prohibition in effect from the 16th day to the last day of each month, April 1 to November 30, inclusive, on the north side of Wolverleigh Boulevard, between Linnsmore Crescent and Woodington Avenue, to be in effect from Monarch Park Avenue to Woodington Avenue.

19. City Council continue to amend the existing parking prohibition in effect at anytime, December 1 of one year to March 31 of the next following year, on the north side of Wolverleigh Boulevard, between Linnsmore Crescent and Woodington Avenue, to be in effect from Monarch Park Avenue to Woodington Avenue.

20. City Council continue to amend the existing permit parking regulation in effect 12:01 a.m. to 10:00 a.m., except no parking from the 16th day to the last day of each month, April 1 to November 30, inclusive and no parking anytime from December 1 of one year to March 31 of the next following year, inclusive, on the even (north) side of Wolverleigh Boulevard, between Linnsmore Crescent and Coxwell Avenue, to be in effect from Monarch Park Avenue to Coxwell Avenue.

21. City Council continue to enact permit parking in effect 12:01 a.m. to 10:00 a.m., on the even (north) side of Wolverleigh Boulevard, between Linnsmore Crescent and Monarch Park Avenue.

22. City Council continue to amend the existing parking prohibition in effect from the first day to the 15th day of each month, from April 1 to November 30, inclusive, on the south side of Wolverleigh Boulevard, between Linnsmore Crescent and Woodington Avenue, to be in effect from Monarch Park Avenue to Woodington Avenue.

23. City Council continue to amend the existing permit parking regulation in effect from 12:01 a.m. to 10:00 a.m., except no parking from the 1st day to the 15th day of each month, April 1 to November 30, inclusive, on the odd (south) side of Wolverleigh Boulevard, between Linnsmore Crescent and Coxwell Avenue, to be in effect from Monarch Park Avenue to Coxwell Avenue.

24. City Council continue to enact permit parking in effect 12:01 a.m. to 10:00 a.m., on the odd (south) side of Wolverleigh Boulevard, between Linnsmore Crescent and Monarch Park Avenue.

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 of December 15, 16 and 17, 2021 adopted Item TE29.67, entitled "Construction Staging Area - TTC Easier Access Program - Greenwood Station (Stages 2 to 4)", and authorized a construction staging area at Greenwood Station from November 15, 2021 to February 23, 2022.

[Agenda Item History - 2021.TE29.67 \(toronto.ca\)](#)

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".

[Agenda Item History - 2021.GL21.13 \(toronto.ca\)](#)

COMMENTS

Status of the Development

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.

Based on the information provided by the TTC, the project has experienced a number of construction delays, which are listed below.

- Labour strikes in 2022 resulting in work delays;
- Encountered delays due to site conditions during the underground construction; and
- Delays due to intermittent weather conditions.

Consequently, the delays have impacted the original construction schedule. At the time of this report, the TTC is currently working on Stage 4 to complete construction of the elevator shafts up street level, and back fill and restore the area including landscaping. Therefore, continued occupancy of the construction staging area until July 31, 2024 is essential to complete Stage 4 of the project.

Construction Staging Areas

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. A drawing of the proposed construction staging area is shown in Attachment 1. The remaining construction Stages will be discussed in future staff reports.

In Stage 4, the north and south sidewalk on Strathmore Boulevard, between the west side of Linnsmore Crescent and a point 27 metres west, will continue to be closed. A 2.0 metre wide protected pedestrian route within the TTC bus loop area has been established, in order to detour pedestrians around the construction staging areas. As a result of the closures, there will be a temporary loss of three permit parking spaces on Strathmore Boulevard. Based on the current permit parking inventory, the loss of three permit parking spaces will not negatively impact Permit Parking Area 7B. Additionally, Linnsmore Crescent, between the north side of Strathmore Boulevard and a point 24 metres north, will continue to operate one-way northbound, due to the construction staging area on the southbound lane. To ensure parked vehicles do not impede access, stopping is prohibited at all times on the east side of Linnsmore Crescent. The west sidewalk is closed and the east sidewalk remains open to pedestrians.

During Stage 4, the TTC 31 Greenwood bus will divert to Coxwell Station via Danforth Avenue and Coxwell Avenue.

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. Overall, the existing construction staging areas are operating acceptably, and Transportation Services does not recommend any modifications to the area for the duration of the extension period.

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.
Director, Traffic Management, Transportation Services

ATTACHMENTS

Attachment 1: Construction Staging Area Time Extension - TTC Easier Access Program
- Greenwood Station (Stage 4)

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