

Construction Staging Area – 12-20 Cordova Avenue

Date: June 25, 2024
To: Etobicoke York Community Council
From: Director, Traffic Management, Transportation Services
Wards: Ward 3, Etobicoke-Lakeshore

SUMMARY

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

Minto Cordova LP is constructing a 24-storey residential building at 12-20 Cordova Avenue. The site is located on the west side of Cordova Avenue, between Dundas Street West and Central Park Road.

Transportation Services is requesting authorization to close the west sidewalk, and the southbound curb lane on Cordova Avenue for a period of 35 months, from September 1, 2024 to August 1, 2027, to facilitate construction staging operations. Pedestrian movements on the west side of Cordova Avenue, abutting the site, will be maintained in a 2.1 metre wide covered and protected walkway located within the southbound curb lane. Two-way, north-south traffic operations will be maintained on Cordova Avenue.

The applicant has agreed to suspend truck movements including deliveries to the site from 8:50 a.m. to 9:30 a.m., and from 3:20 p.m. to 4:00 p.m., Monday to Friday. This is to ensure safety of the students attending Islington Junior Middle School during arrival and dismissal times.

RECOMMENDATIONS

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

1. City Council authorize the closure of the west sidewalk, and a 3.5 metre wide southbound curb traffic lane on Cordova Avenue, between a point 30 metres south of Dundas Street West and a point 80 metres further south, and provision of a temporary pedestrian walkway within the closed portion of the southbound curb lane, from September 1, 2024 to August 1, 2027 inclusive.

2. City Council rescind the existing parking prohibition in effect at all times on the west side of Cordova Avenue, between a point 15 metres east of Dundas Street West and a point 120 metres further southeast.
3. City Council prohibit stopping at all times on the west side of Cordova Avenue, between a point 15 metres southeast of Dundas Street West and a point 120 metres further southeast.
4. City Council direct the applicant to halt truck movements including deliveries to the site during school arrival and dismissal times from 8:50 a.m. to 9:30 a.m. and 3:20 p.m. and 4:00 p.m. Monday to Friday.
5. City Council direct the applicant to sweep the construction site and adjacent sidewalks and roadways daily, or more frequently as needed to be cleared of any construction debris and made safe.
6. City Council direct the applicant to construct and maintain a fully covered, protected and unobstructed walkway for all pedestrians, including for those with mobility devices, for the entire duration of the construction staging area permit to the satisfaction of the City engineer and ensure it is compliant with the Accessibility for Ontarians with Disabilities Act (AODA).
7. 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.
8. 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.
9. City Council direct the applicant to install appropriate signage and request the applicant to maintain all sightlines to ensure that pedestrians, cyclists and motorists safety is considered at all times.
10. 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.
11. 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.
12. City Council direct the applicant to install cane detection within the covered and protected walkway to guide pedestrians who are visually impaired.

13. 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.

14. 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.

15. City Council direct the applicant to cooperate with and provide all necessary assistance to the City Engineers, staff and representatives carrying out operation, maintenance, and construction activities to municipal infrastructure within the vicinity of the construction staging area, and at no cost to the City to remove any staging to accommodate the necessary municipal infrastructure work.

16. City Council direct that Cordova Avenue be returned to its pre-construction traffic and parking regulations when the project is complete.

17. City 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. Minto Cordova LP 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 Cordova Avenue these fees will be approximately \$140,000.00.

DECISION HISTORY

Ontario Land Tribunal, pursuant to its Order issued August 18, 2022 in relation to Tribunal File OLT-22-003360 (formerly PL190405), authorized an amendment to Zoning By-law 1088-2002, for the lands municipally known as 12, 16, and 20 Cordova Avenue.

Etobicoke York Community Council, at its meeting on February 24, 2022, adopted Item 2022.EY30.15, entitled "Residential Demolition Application - 12, 16, 18 and 20 Cordova Avenue".

<https://secure.toronto.ca/council/agenda-item.do?item=2022.EY30.15>

City Council, at its meeting on December 16, 17 and 18, 2020, adopted Item 2020.CC27.6, entitled 12, 16 and 20 Cordova Avenue - Official Plan and Zoning By-law Amendment Application - Request for Direction.

<https://secure.toronto.ca/council/agenda-item.do?item=2020.CC27.6>

COMMENTS

The Development and Timeline

Minto Cordova LP is constructing a 24 stories residential building with 151 units and two-levels of underground parking at 12-20 Cordova Ave. All permanent access will be from the public laneway to the north. The site is bounded by Cordova Avenue to the east, Islington Junior Middle School to the south, rear parking lot at 4933 Dundas Street West to the west, and a public laneway to the north.

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

- Demolition: Completed;
- Excavation and shoring: from September 2024 to December 2024;
- Below grade formwork: from December 2025 to 07 2025;
- Above grade formwork: from July 2025 to November 2026;
- Building envelope phase: from May 2026 to February 2027, and;
- Interior finishes stage: from August 2026 to August 2027.

Existing Conditions

Cordova Avenue is characterized by the following conditions:

- It is a four-lane, east-west, collector roadway
- It operates two-way, traffic on a pavement width of approximately 14 metres
- The daily two-way traffic volume is approximately 14,000 vehicles
- The speed limit is 40 km/h
- TTC service is provided by bus number 26, 40A, and 50
- There are sidewalks located on both sides of the street
- The subject section of Cordova Avenue is designated a Community Safety Zone, and a School Safety Zone
- Islington Junior Middle School is located to the south at 44 Cordova Avenue

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

East side

- No stopping anytime

West side

- No parking anytime

Proposed Construction Staging Area

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 within the development site. The applicant has explored staging off the public lane adjacent to the site. However, utilization of the public laneway was not deemed feasible as the turning radius is too narrow to manoeuvre and the pavement width is too narrow to accommodate construction vehicles.

Subject to approval, the west sidewalk and a 2.1 metre wide portion of the southbound curb lane on Cordova Avenue, between a point 30 metres south of Dundas Street West and a point 80 metres further south will be closed to accommodate construction staging operations for the development. Pedestrian movements will be accommodated in a 2.1 metre wide covered and protected walkway within the closed portion of the southbound curb lane on Cordova Avenue.

Additionally, to ensure pedestrian safety on the property grounds of Islington Junior Middle School at 44 Cordova Avenue, overhead protection will be provided on top of the exiting sidewalk that runs parallel to the northern limits of the property. To further ensure safety of students during arrival and dismissal times the applicant has agreed to suspend truck movements including deliveries to the site from 8:50 a.m. to 9:30 a.m., and from 3:20 p.m. to 4:00 p.m., Monday to Friday. It should also be noted that the ongoing development across the street at 25 Cordova Avenue has been given this same restriction. The existing School Safety Zone, and Community Safety Zone regulations will be maintained on Cordova Avenue.

Furthermore, the development in progress on the east side of the road at 25 Cordova Avenue and 60 Central Park Roadway will continue to take place within the existing boulevard allowance and the northbound curb lane on the east side of Cordova Avenue. Pedestrian operations on the east side of Cordova Avenue will be maintained in a 2.1 metre-wide covered and protected walkway within the closed portion of the existing lane on the east side of Cordova Avenue. Two-way traffic operations, with one lane in each direction will be preserved in the immediate vicinity of both construction staging areas. TTC service will not be impacted. To enhance traffic flow in the vicinity of the construction staging areas, stopping will be prohibited at all times on both sides of Cordova Avenue.

There are no proposed lane closures on the public laneway located north from the construction staging area. The exiting parking prohibitions and two-way traffic operations will be maintained.

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

This development site is within the Construction Hub Coordination program and has been reviewed by staff to ensure compliance with the 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 that on Cordova Avenue, Transportation Services has on-street bikeway construction work planned in 2028, and Toronto Hydro Electric System Ltd has overhead electrical works planned in 2025.

The developer was informed that the staging areas may need to be temporarily removed or modified to accommodate the above-mentioned Capital Works, and failure to do so may result in the developer being responsible to cover any cost penalties incurred by the City as a result. The applicant shall cooperate with and provide all necessary assistance to the City Engineers, staff and representatives carrying out operation, maintenance, and construction activities to municipal infrastructure within the vicinity of the construction staging area at no cost to the City.

In consideration of the above details and through ongoing dialogue with the developer, Transportation Services is satisfied that Minto Cordova LP, 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 Cordova Avenue for periods of less than 30 consecutive days over the 35-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 - 12-20 Cordova Avenue

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