

Construction Staging Area – 908 St. Clair Avenue West

Date: December 21, 2023
To: Toronto and East York Community Council
From: Director, Traffic Management, Transportation Services
Wards: Ward 9, Davenport

SUMMARY

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

908 St. Clair West Limited Partnership is constructing a 12-storey residential condominium building at 908 St. Clair Avenue West. The site is located at the north-west corner of St. Clair Avenue West and Alberta Avenue.

Transportation Services is requesting approval to close the west sidewalk, and a 5.5 metre wide portion of the west side southbound traffic lane on Alberta Avenue for a period of 23 months, from January 31, 2024 to January 3, 2026 to facilitate construction staging operations. Pedestrian movements on the west side of Alberta Avenue abutting the site will be restricted and pedestrians will be directed to the east side sidewalk of Alberta Avenue. Two-way traffic operations will be maintained on Alberta Avenue.

RECOMMENDATIONS

1. Toronto and East York Community Council authorize the closure of the west sidewalk and a 5.5 metre wide portion of the southbound curb lane on Alberta Avenue, between a point 7.5 metres north of St. Clair Avenue West and a point 73 metres further north, from January 31, 2024 to January 3, 2026 inclusive to accommodate construction staging operations.
2. Toronto and East York Community 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.
3. Toronto and East York Community 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).

4. Toronto and East York Community 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.

5. 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.

6. 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.

7. 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.

8. 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.

9. Toronto and East York Community Council direct the applicant to install cane detection within the covered and protected walkway to guide pedestrians who are visually impaired.

10. 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.

11. 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.

12. Toronto and East York Community 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.

13. Toronto and East York Community Council direct that Alberta Avenue be returned to its pre-construction traffic and parking regulations when the project is complete.

FINANCIAL IMPACT

There is no financial impact to the City. The developer, 908 St. Clair West Limited Partnership 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 Alberta Avenue and St. Clair Avenue West these fees will be approximately \$451,000.00.

DECISION HISTORY

Toronto Local Appeal Body (TLAB), pursuant to its decision issued on Friday, July 02, 2021 in relation to TLAB Case File Number 20 230483 S45 09 TLAB, authorized with conditions variances to Zoning By-law 569-2013, By-law 438-86, By-law 1103-2009, and By-law 1-83 for the lands municipally known as 908 St. Clair Avenue West.

COMMENTS

The Development and Timeline

908 St. Clair West Limited Partnership is constructing a 12-storey residential condominium building with a total of 173 units together with retail use on the ground floor, and two level underground parking. All permanent access will be from Alberta Street. The site is bounded by NoFrills parking lot to the north, Alberta Avenue to the east, St. Clair Avenue West to the south, and low rise commercial/residential building 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 excavation depth from the street level is approximately 6.6 metres below grade and extends to the lot lines on the north and east side of the property. Various options were explored by the developer to set up construction staging operations for the development within the development site. 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:

- Excavation and shoring: from November 2023 to May 2024;
- Below grade formwork: from May 2024 to October 2024;
- Above grade formwork: from September 2024 to May 2025;
- Building envelope phase: from January 2025 to July 2025; and
- Interior finishes stage: from April 2025 to February 2026.

Existing Conditions

St. Clair Avenue West is characterized by the following conditions:

- It is a 4-lane, east-west, major arterial roadway
- It operates two-way traffic on a pavement width of approximately 22 metres
- The daily two-way traffic volume is approximately 16,000 vehicles
- The speed limit is 50 km/h
- TTC service is provided by streetcar number 512
- There are sidewalks located on both side of the street
- St. Clair Avenue West, between Lauder Avenue and Alberta Avenue is designated a Community Safety Zones

The parking regulations on St. Clair Avenue West, within the subject section are as follows:

North side

- No stopping anytime between a point 15 metres west of Alberta Avenue and a point 15 metres east of Alberta Avenue
- No stopping from 4:00 p.m. to 6:00 p.m., Monday to Friday, except Public Holidays
- Parking machine regulation, maximum 3 hour parking at a rate of \$2.00 for 1 hour, from 8:00 a.m. to 4:00 p.m., and 6:00 p.m. to 9:00 p.m. Monday to Friday.; 8:00 a.m. to 9:00 p.m. Saturday.; 1:00 p.m. to 9:00 p.m. Sunday

South side

- No sopping anytime 15 metres west from Alberta Avenue
- No stopping anytime, from 7:00 a.m. to 9:00 a.m., Monday to Friday., except Public Holidays
- Parking machine regulation, maximum 3 hour parking at a rate of \$2.00 for 1 hour, from 9:00 a.m. to 9:00 p.m., Monday to Friday.; 8:00 a.m. to 9:00 p.m., Saturday; 1:00 p.m. to 9:00 p.m. Sunday, maximum 3 hour parking at a rate of \$2.00 for 1 hour

Alberta Avenue is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of approximately 14 metres
- The daily peak 8-hour, two-way traffic volume is approximately 1,600 vehicles
- The speed limit is 50 km/h
- There is no TTC service provided on this street
- There are sidewalks located on both sides of the street
- Alberta Avenue is a dead-end street at its north limits that merges with a NoFrills parking lot

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

Both side

- No stopping anytime

Proposed Construction Staging Area

Subject to approval, the west sidewalk and a 5.5 metre wide portion of the southbound traffic lane on Alberta Avenue, between a point 7.5 metres north of St. Clair Avenue West and a point 73 metres further north will be closed to accommodate construction staging operations for the development. Pedestrian movements on the west side of Alberta Avenue abutting the site will be restricted and pedestrians will be directed to the east side sidewalk of Alberta Avenue. Two-way traffic operations will be maintained on Alberta Avenue. To enhance traffic flow around the construction staging area the existing stopping prohibition on both sides of Alberta Avenue will be maintained.

In addition, a 1.5 metre wide portion of north sidewalk on St. Clair Avenue West, between a point 3 metres west from Alberta Avenue and a point 33 metres further west will be closed to accommodate construction staging operations for the development. Pedestrian movements will be accommodated in a 1.8 metre covered walkway within the existing sidewalk on the north side of St. Clair Avenue West. The existing parking regulations will be maintained. The existing TTC streetcar stops in the area will be maintained and do not require re-location.

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 on St. Clair Avenue West, Toronto Transit Commission has work scheduled from 2023 to 2024 which include bus pad work, replacement / rehabilitation of surface traction power (S.T.P.) cables, overhead contact system (OCS) wires and poles / overhead electrical work. Toronto Hydro Electric System Ltd has overhead and underground civil and electrical work planed from 2023 to 2025.

The developer was informed that the staging area 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 908 St. Clair West Limited Partnership, 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 Alberta Avenue for periods of less than 30 consecutive days over the 23-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 - 908 St. Clair Avenue West

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