

REPORT

Planning and Development and Engineering Services

To: Mayor Johnstone and Members of Council
Date: October 7, 2024

From: Jackie Teed, Director,
Planning and Development
Lisa Leblanc, Director,
Engineering Services
File: Doc#2575203

Item #: 2024-551

**Subject: Construction Noise Bylaw Exemption Request: 100 Braid Street
(Wesgroup Contracting Ltd) – Crane Removal**

RECOMMENDATION

THAT an exemption to Wesgroup Contracting Ltd. from *Construction Noise Bylaw No. 6063, 1992* from 7:00 AM to 9:00 AM on Saturday, October 26, 2024 and for contingency, 9:00 AM to 6:00 PM on Sunday, October 27, 2024 to disassemble a construction tower crane at 100 Braid Street, be granted.

PURPOSE

The purpose of this report is to request that Council grant an exemption from Construction Noise Bylaw No. 6063, 1992 to Wesgroup Contracting Ltd. on Saturday, October 26, 2024 or in the case of extreme weather, on Sunday, October 27, 2024 to disassemble a construction tower crane at 100 Braid Street.

BACKGROUND

Wesgroup Properties is developing a 424-unit secured market rental housing building at 100 Braid Street. The construction tower crane was required in order to move building materials to different areas within the construction site. The project began in 2022 and the 34-storey rental building is scheduled for completion in 2026.

ANALYSIS

The location of the construction tower crane is approximately 120 meters from residences located on Braid Street. Noise disruptions are expected to be minimal.

To safely accommodate the disassembling of the construction tower crane at the work site, Wesgroup Contracting Ltd, requires full closure of Braid Street (between Rousseau Street and Brunette Avenue) for two hours to set up a mobile crane on Braid Street.

This work is weather dependent and, in the case of high winds or extreme weather, the disassembly of the construction tower crane would not be possible. To accommodate this possibility, Wesgroup Contracting Ltd. is requesting an exemption for Sunday, October 27, 2024 from 9:00 AM to 6:00 PM addition to extended hours on Saturday October 26, 2024.

DISCUSSION

Traffic

The work zone involves the section of Braid Street between Rousseau Street and Brunette Avenue. Braid Street is a part of the Major Road Network comprising two motor vehicle travel lanes in the westbound direction, three motor vehicle travel lanes in the eastbound direction, and one motor vehicle westbound left turn lane that transitions into an eastbound left turn lane along this section. Vehicle volume along this portion of Braid Street is fairly consistent and considered high, averaging approximately 660 vehicles per hour, during weekday peak periods and 710 vehicles per hour on weekend peak periods. The average daily volume of vehicles is 10,440 vehicles during the weekdays and slightly lower at 9,550 vehicles per day during the weekend.

The task to remove the entire tower crane will take two days to complete, starting on Friday, October 25 and finishing on Saturday, October 26 under ideal conditions. During these two days, traffic on Braid Street will be reduced to one lane in each direction to accommodate the dismantling of the crane. In addition, as the new building will prevent the tower crane from rotating 180 degrees, a full road closure of Braid Street in both directions of travel is required for approximately a two-hour period within one of these two days.

Staff have identified the following transportation-related impacts through the review of proposed traffic management plans:

- Vehicle delays and detours – During the two day event, regular traffic will experience delays as a result of the lane closures. Priority will be given to emergency services and first responders. During the full closure, traffic will be detoured around the closure via southbound Brunette Avenue or northbound East Columbia. Multiple changeable message signs boards and large static signs will be placed at key decision points to inform drivers of detour routes and

expected delays. Final Traffic Management Plan (TMP) detours will be assessed by Transportation during the Street Occupancy Permit (SOP) review process.

- Transit Impacts – There are no bus stops in this section of Braid Street; however, Braid Station is located nearby, across from the development site. Routes #156, 159, 169 and 791 are not anticipated not be impacted by this closure. Routes # 128 and 155 will continue to have access to Braid Station at all times but will experience delays getting to and from the station due to the anticipated queuing along Braid Street as a result of the lane closures.
- Walking & Cycling Impacts – Access to the north sidewalk will be maintained for pedestrians. The south sidewalk will remain closed as per the existing SOP. There are no dedicated cycling facilities on Braid Street, therefore there is no impact to cycling.
- Access to Urban Academy – Full access to the academy will be maintained via Rousseau Street during the two days, however once the full road closure of Braid Street is implemented, vehicle access from the east will not be available. Staff and parents will be directed to use an alternate route via the lane east of Rousseau Street.

A previous one-day event in 2022 on this section of Braid Street to install the tower crane was observed to have the expected, acceptable impacts to the road network and minimal transit impact. There were no reports of issues from fire, police or first responders. A final review of the TMP plan will be performed by Transportation staff at the SOP application stage. Advance notice will be provided to residents, commuters, transit, emergency & first responders and the BC Trucking Association. Given the average vehicle volume is 52% lower on Saturday mornings compared to a typical weekday, the average total vehicle volume is slightly lower on the weekends, the scope and duration of work, and ability to maintain walking and transit connections, City staff consider the requested exemption to be reasonable under the circumstances.

Noise

Noise will be generated from trucks loading crane parts from the site, back up beepers, and the operation of lift machines, but is expected to be minimal. To ensure the least impact possible to the local community, and commuters, Wesgroup Contracting Ltd. has committed to implementing the following noise mitigation measures:

- Ensuring all equipment is in good operating order;
- Operating equipment at minimum engine speeds consistent with effective operation;
- Educating and supervising construction personnel to ensure potential noises are kept to a minimum;
- Avoiding unnecessary idling, revving, use of airbrakes and banging of tailgates;
- Turning off equipment when not in use;
- Scheduling construction related activities during permitted hours and limit equipment usage to minimize noise; and,
- Providing a contact person and respond to any calls from affected residents.

Information notices will be sent via Canada Post to the residents and businesses located on the 100-200 block Braid Street, 400 block Rousseau Street, 400 block Wilson Street, 100-200 block of Major Street and 400 block Garrett Street. Appendix A provides an aerial view of the construction tower crane and the road closures. Appendix B provides a sample notification letter to affected neighbours.

INTERDEPARTMENTAL LIAISON

Staff from Transportation and Integrated Services prepared this report.

FINANCIAL IMPLICATIONS

No financial impact to the city is anticipated by granting the exemption. If the exemption is not granted, the project will likely be delayed which may result in financial impacts for the applicant.

OPTIONS

There are two options to consider:

- 1. That an exemption to Wesgroup Contracting Ltd. from Construction Noise Bylaw No. 6063, 1992 from 7:00 AM to 9:00 AM on Saturday, October 26, 2024 and for contingency, 9:00 AM to 6:00 PM on Sunday, October 27, 2024 to disassemble a construction tower crane at 100 Braid Street, be granted.
- 2. That Council provide staff with alternative direction.

Staff recommend Option 1.

ATTACHMENTS

Appendix A: Aerial View of Tower Crane Construction and Road Closures.
Appendix B: Notification to Neighbourhood

APPROVALS

This report was prepared by:
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