

## **Construction Staging Area – 4 Avenue Road**

Date: September 27, 2017  
To: Toronto and East York Community Council  
From: Acting Director, Transportation Services, Toronto and East York District  
Wards: Ward 20, Trinity-Spadina

### **SUMMARY**

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

PCL Constructors Canada Incorporated is redeveloping the existing Park Hyatt hotel at 4 Avenue Road, located in the north-west corner of Avenue Road and Bloor Street West.

Transportation Services is requesting approval to close the sidewalk and a portion of the southbound curb lane on the west side of Avenue Road fronting the site for a period of 19 months in order to enable construction of the above mentioned redevelopment. Pedestrian operations will be maintained within the closed portion of the southbound curb lane.

### **RECOMMENDATIONS**

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The Acting Director, Transportation Services, Toronto and East York District recommends that:

1. City Council approve the closure of the west sidewalk and a 2.9 metres wide portion of the southbound curb lane on Avenue Road, between a point 52.5 metres north of Bloor Street West and a point 56.4 metres further north and the provision of a sidewalk within the closed lane from January 8, 2018 to January 31, 2019.
2. City Council approve the closure of the west sidewalk and a 2.9 metres wide portion of the southbound curb lane on Avenue Road, between a point 52.5 metres north of Bloor Street West to Prince Arthur Avenue and the provision of a sidewalk within the closed lane from February 1, 2019 to March 31, 2019.
3. City Council approve the closure of the west sidewalk and a 2.9 metres wide portion of the southbound curb lane on Avenue Road, between a point 75.7 metres north of Bloor Street West and Prince Arthur Avenue and the provision of a sidewalk within the closed lane from April 1, 2019 to July 31, 2019.

4. City Council prohibit stopping all times on the west side of Avenue Road, between a point 17.5 metres north of Bloor Street West and Prince Arthur Avenue.
5. 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.
6. 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.
7. City Council direct that Avenue Road be returned to its pre-construction traffic regulations and lane configurations when the project is completed.

## **FINANCIAL IMPACT**

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There is no financial impact on the City. PCL Constructors Canada Incorporated 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 term of the closure, these fees for Phase 1, 2 and 3 will be approximately \$210,500.00, \$46,800 and \$32,500, respectively.

## **DECISION HISTORY**

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This is a new initiative.

## **COMMENTS**

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A redevelopment of the existing Park Hyatt hotel located at 4 Avenue Road will be undertaken by the PCL Constructors Canada Incorporated. The site is bounded by Prince Arthur Avenue to the north, Avenue Road to the east, Bloor Street West to the south and an existing multi-storey building (180 Bloor Street West) and a public laneway to the west. The public laneway provides access to the elevated parking deck at the rear of 180 Bloor Street West development and an at-grade Toronto Parking Authority (TPA) parking lot located to the west of the site.

The Park Hyatt hotel in its existing form includes two multi-storey buildings located at the northern and southern ends of the site (hereafter referred to as the North Tower and South Tower, respectively). The 14-storey high North Tower and 18-storey high South Tower are linked by a 2-storey high podium building. Currently, the hotel consists of a mix of hotel (336 hotel rooms), office and retail uses.

The central courtyard area for the hotel located on Avenue Road serves as the primary vehicular access point for the hotel patrons. However, an underground parking garage is also provided, which can be accessed from Prince Arthur Avenue.

The redevelopment of the hotel will include interior remodelling of the South Tower to provide residential apartment uses (65 dwelling units) and relocation of the existing

elevator shaft to the north of the South Tower. The central podium building will be demolished and a new 4-storey building will be constructed to provide new commercial uses. The renovation of the North Tower will include remodelled hotel uses with an addition of a new loading dock to the west of the building. All vehicular access to the development during construction will be from Avenue Road.

The redevelopment of the site will be undertaken in three phases. Major construction activities within each phase and associated timeline are described below:

Phase 1 (January 08, 2018 to January 31, 2019 - approx. 13 months)

- Demolition work - South Tower interior, entire central link building and North Tower interior and lower building envelope;
- Tower crane installation - crane hoisting from Avenue Road;
- Structural work for the South Tower and central link building - caissons, micro piles, structural steel framing, concrete, façade panels and curtain walls;
- South Tower - interior framing, roofing ;
- North Tower - form work, curtain wall and interior framing;

Phase 2 (February 01, 2019 to March 31, 2019 - approx. 2 months)

- South Tower - interior remodelling, millwork, elevator shaft enclosure, elevator work, exterior building envelope, roofing, fireproofing;
- Central Link Building - interior framing, finishes, flooring;
- North Tower - interior remodelling, curtain walls, mill work, elevator work;
- Tower crane removal;

Phase 3 (April 01, 2019 to July 31, 2019 - approx. 4 months)

- South Tower - metal cladding, elevator work, exterior building envelope, fireproofing and interior finishes;
- Central Link Building - fireproofing, interior finishes, flooring, painting;
- North Tower - curtain walls, elevator work and interior finishes;
- Landscaping.

A detailed review of the construction schedule was undertaken by the developer to minimize the project duration and impacts of construction on all road users.

The existing development extends from property line to property line and the new construction will mainly take place at the central portion between the North and South Towers. The developer has advised that due to limited availability of space, all construction staging operations cannot be undertaken within the site. Alternative options were explored by the developer to setup a construction staging area for the development.

The public laneway and elevated parking deck located to the west of the site were considered as potential locations to setup a construction staging area for the development. The elevated parking deck provides a parking facility for the adjacent

development (180 Bloor Street West) and any proposal to utilize it for construction staging area over an extended period of time would restrict access to vehicular parking. Also, the elevated parking deck presents structural challenges to support heavy crane and truck loads. The public laneway to the west of the site provides access to the elevated parking deck and TPA parking lot facility and any proposal to utilize it for construction staging area would result in restricting access to these facilities. Additionally, the distance of the laneway from the construction area would present challenges for the crane hoisting operations. Therefore, the public laneway and the elevated parking deck were not considered suitable for construction staging operations.

In order to continue with the construction of the development, the developer has proposed a construction staging area within the road right-of-way on the west side of Avenue Road and north side of Bloor Street West fronting the site.

Construction staging operations on Bloor Street West will take place within the existing boulevard allowance. Pedestrian operations will be maintained within a 2.1 metres wide covered walkway. With the proposed construction staging area in place, traffic operations on Bloor Street West will remain unchanged.

Avenue Road, in the vicinity of the site, is a major arterial roadway and consists of a six-lane (three northbound and three southbound) cross-section. Avenue Road forms signalized intersections with Bloor Street West and Yorkville Avenue and stop-controlled intersections with Prince Arthur Avenue and Cumberland Street. Currently, the northbound curb lane on Avenue Road is closed from Cumberland Street to approximately 20 metres south of Yorkville Avenue to accommodate the construction staging area for the currently under-construction Cumberland Condominium Tower (21 Avenue Road).

The Toronto Transit Commission Downtown Express bus route 142 and Avenue Road bus route 5 operate on this portion of Avenue Road. There are southbound near-side and northbound far-side transit stop provided at the intersections of Avenue Road and Bloor Street West.

The following regulations are in effect on the subject section of Avenue Road.

East Side:

- "No Parking, Anytime" between Bloor Street West and Cumberland Street;
- "No Stopping, 7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Monday to Friday except Public holidays" between Bloor Street West and Cumberland Street;
- "No Stopping, Anytime" between Cumberland Street and Yorkville Avenue.

West Side:

- "No Parking, Anytime except Sundays" between Bloor Street West and Yorkville Avenue;

- "No Stopping, 7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Monday to Friday except Public holidays" between Bloor Street West and a point 15 metres south of Lowther Avenue.

Construction staging operations on Avenue Road will take place within the existing boulevard and southbound curb lane. Subject to approval, a portion of the southbound curb lane and west sidewalk on Avenue Road between Bloor Street West and Prince Arthur Avenue will be closed. The length of lane occupation to accommodate the proposed construction staging area on Avenue Road will vary under each phase of construction.

Under Phase 1 of construction, a 2.9 metres wide portion of the southbound curb lane and west sidewalk on Avenue Road between a point 52.5 metres north of Bloor Street West and a point 56.4 metres further north will be closed to accommodate the construction staging operations. Pedestrian movements along Avenue Road fronting the site will be maintained in a protected 1.5 metres covered walkway within the closed portion of the southbound curb lane.

Under Phase 2 of construction, a 2.9 metres wide portion of the southbound curb lane and west sidewalk on Avenue Road between a point 52.5 metres north of Bloor Street West and Prince Arthur Avenue will be closed. Pedestrian movements along Avenue Road fronting the site will be maintained in a protected 1.5 metres covered walkway within the closed portion of the southbound curb lane.

Under Phase 3 of construction, a 2.9 metres wide portion of the southbound curb lane and west sidewalk on Avenue Road between a point 75.7 metres north of Bloor Street West and Prince Arthur Avenue will be closed. Pedestrian movements along Avenue Road fronting the site will be maintained in a protected 1.5 metres covered walkway along the façade of the building.

To enhance traffic flow around the construction zone, stopping will be prohibited during all times on Avenue Road between a point 17.5 metres north of Avenue Bloor Street West and Prince Arthur Avenue during the period of construction. The existing southbound nearside transit stop on Avenue Road will be temporarily relocated to the south of Bloor Street West during the Phase 1 of the construction. However, the existing stop location will be maintained during the remaining phases of the construction.

With the proposed closure in place, Avenue Road, in the immediate vicinity of the site, will operate as two southbound and two northbound lanes. However, the existing lane configuration will be maintained at the intersection of Avenue Road and Bloor Street West.

Finally, a review of the City's five-year major capital works program was undertaken to identify any conflicts between the proposed construction staging area and planned capital works projects in the area. The review of the Program at the time of this report indicated that in Year 2018, watermain structural relining is planned on Bloor Street West between Bathurst Street and Avenue Road. Also, in Year 2019, major road resurfacing is planned on Bloor Street West between Avenue Road and Bedford Road.

The exact dates of the planned capital works projects were not available at the time of the report.

In the event of any conflict with the planned capital works project, the developer has been advised that the proposed construction staging areas on Bloor Street West and Avenue Road will need to be modified or removed to accommodate the capital works project activities.

### **Intersection Capacity Analysis**

The existing and future (under construction) traffic operations were analyzed during the morning and afternoon peak hours at the following signalized and unsignalized boundary road intersections.

Signalized intersections:

- Bloor Street West and Avenue Road;
- Yorkville Avenue and Avenue Road.

Unsignalized intersections:

- Cumberland Street and Avenue Road;
- Prince Arthur Avenue and Avenue Road.

The existing traffic operations were analyzed using the current lane configurations and vehicular/pedestrian traffic volumes. The future conditions were analyzed using the lane configurations available during construction of the site and projected traffic volumes.

Under existing conditions, the signalized intersections operate acceptably with an overall intersection delay of up to 23 seconds during the morning and afternoon peak hours. Additionally, the unsignalized intersections also operate acceptably with an intersection delay up to 16 seconds during the morning and afternoon peak hours.

Under future (during construction) conditions, the signalized intersections are expected to continue operating acceptably with an overall delay of up to 27 seconds during the morning and afternoon peak hours. With the proposed closure in place on Avenue Road fronting the site, the southbound through traffic movements are expected to operate with an average delay of 29 seconds and 95th percentile queue length of 131 metres during the morning peak hours. The projected queue length will not block the eastbound turning movements on Prince Arthur Avenue at Avenue Road. Furthermore, the unsignalized intersections are expected to continue operating acceptably.

In view of the above, the proposed lane closure on Avenue Road during construction of the site are anticipated to have a manageable impact on traffic operations at the boundary road intersections. It should be noted that some southbound through traffic on Avenue Road may divert to other alternative routes during the proposed road closure and construction of the development. This may result in reduced delay and queue lengths and improved intersection traffic operations.

Through ongoing dialogue with the developer, Transportation Services is satisfied that PCL Constructors Canada Incorporated has looked at all options to minimize the duration and impact of the construction staging area on all road users.

Councillor Joe Cressy's office has been advised of the recommendations of this staff report.

## CONTACT

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## SIGNATURE

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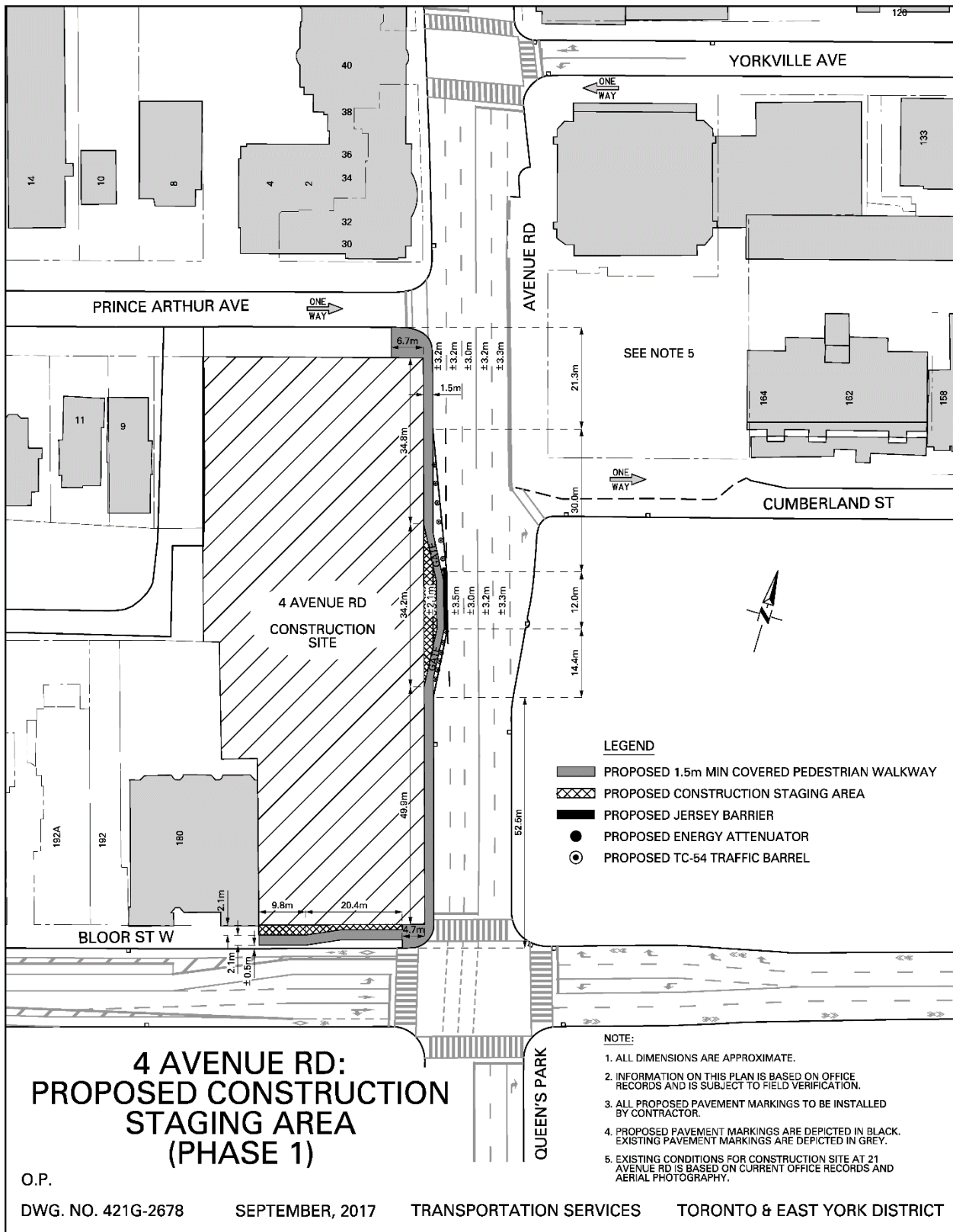
Dave Twaddle, C.E.T.  
Acting Director, Transportation Services  
Toronto and East York District

## ATTACHMENTS

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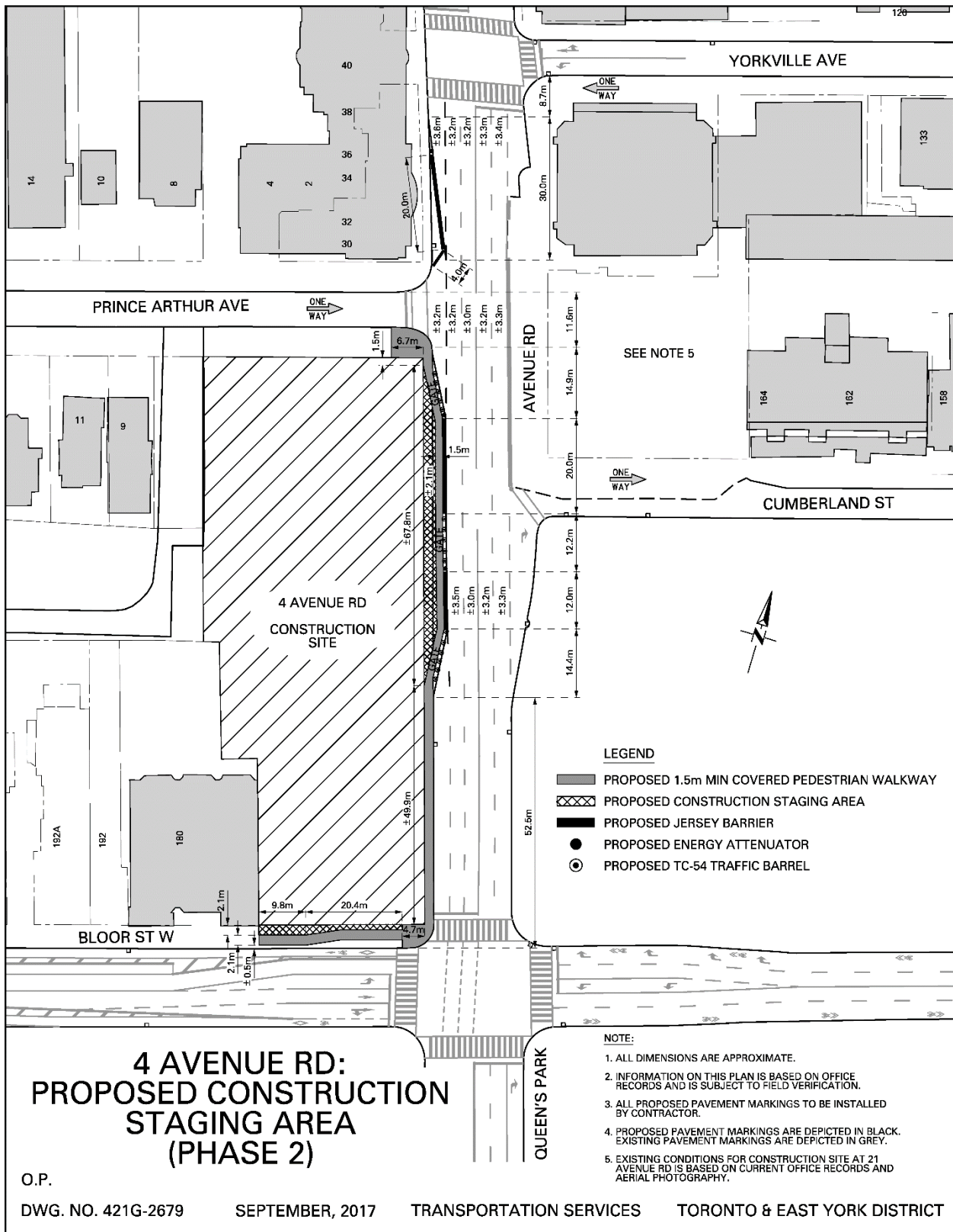
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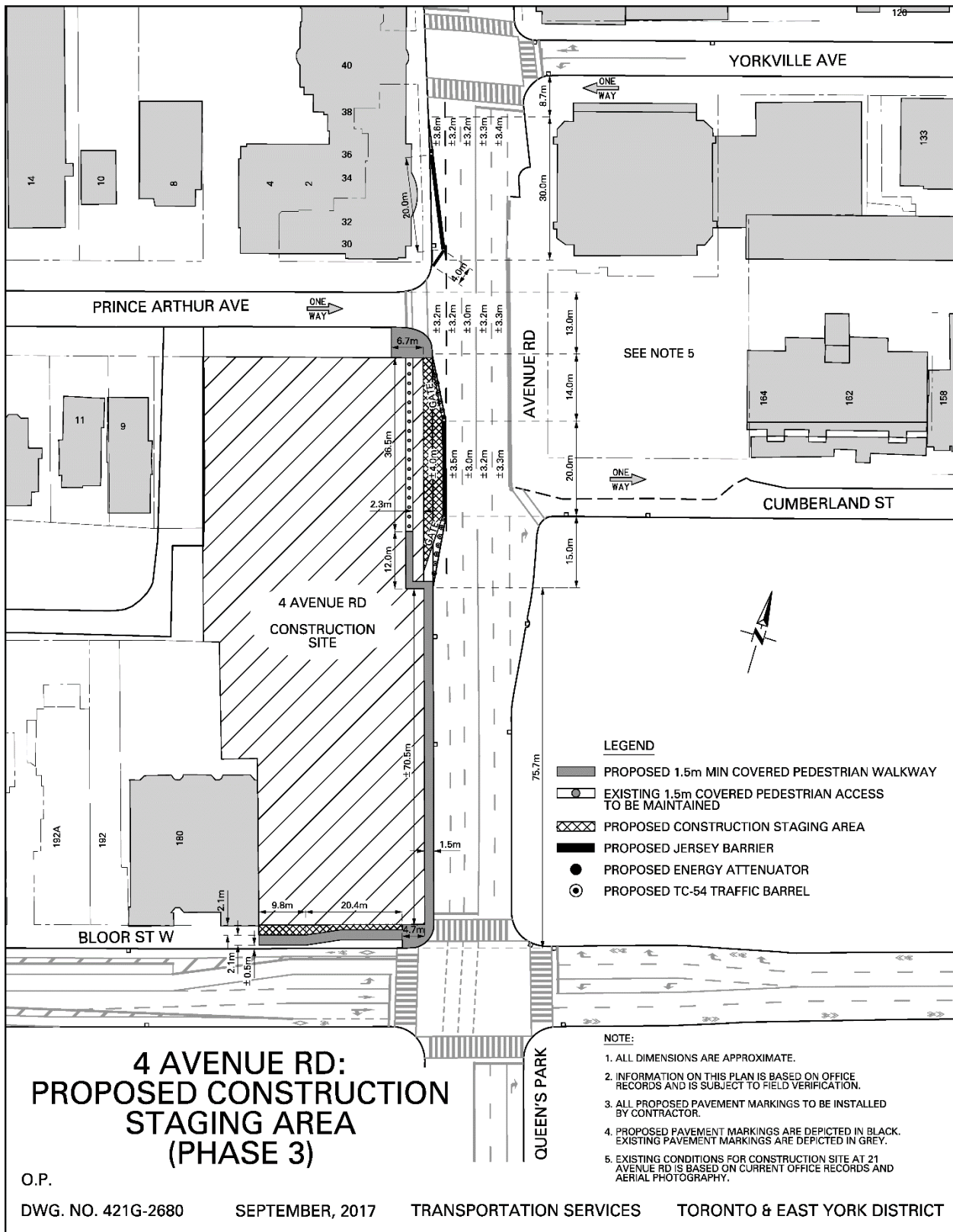


Construction Staging Area (Phase 1) - 4 Avenue Road





Construction Staging Area (Phase 2) - 4 Avenue Road



Construction Staging Area (Phase 3) - 4 Avenue Road